

TRANSPORTATION AND MOBILITY COMMISSION MEETING MINUTES

Vancouver City Hall – Aspen Room – 415 W. Sixth Street
PO Box 1995 – Vancouver, Washington 98668-1995
www.cityofvancouver.us

Jeananne Edwards • Connor Godsil • Corey Grandstaff • Leah Jackson •
Mike Paine • Mario Raia • Eduardo Ramos • Derya Ruggles • Ken Williams

September 6, 2022

Time: 4:32 – 8:04 p.m.

Location: City Hall Aspen Room

CALL TO ORDER AND ROLL CALL (00:15)

The September 6, 2022 meeting of the Transportation Mobility Commission was called to order at 4:32 p.m. by Chair Eduardo Ramos.

Present: Chair Eduardo Ramos, Vice Chair Mario Raia, Commissioners Jeananne Edwards, Connor Godsil, Corey Grandstaff, Leah Jackson, Derya Ruggles and Ken Williams

Absent: Mike Paine

ACTION ITEMS

ADOPTION OF MINUTES (01:11)

Motion by Vice Chair Raia, seconded by Commissioner Williams, and carried unanimously to approve the July minutes.

STAFF COMMUNICATIONS (03:53)

Rebecca Kennedy, Deputy Director of Community Development, introduced Kate Drennan, the new Principal Transportation Planner with the City. Staff are working on the recruitment and reappointment process for Commissioners whose terms are expiring this year and are working on an interim process to extend terms and conduct a recruitment to fill vacant positions. Staff also notified the Commission that Commissioner Hubert has pursued a professional opportunity and has resigned from the Commission.

WORKSHOP ITEM (12:21)

Transportation System Plan

Rebecca Kennedy, Deputy Director, CDD; Tom Brennan, Consultant Project Manager, Nelson\Nygaard Consulting

Rebecca Kennedy introduced the workshop and provided an overview of the status of the project. Tom Brennan presented on the modal networks, including walking and rolling, cycling and small mobility, transit, freight, and complete corridors. The presentation went into detail on the policies for low-stress walking and rolling network development.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- A forum for considering private and public partnerships. Staff responded this document will include policy to guide the discussion with potential private sector partners on advancing

investments that are equitable and take into account impacts on and opportunities to partner with private companies.

- Prioritizing space on sidewalks for those who are walking and rolling and balancing those needs with business and restaurant use of that space.
- Policy regarding where crosswalks are placed and how far you might have to walk to get to a crosswalk. Staff responded that will include a policy recommendation to address the distance between marked crossings and that this will include considerations about adjacent land uses and proximity to transit and schools.

The presentation continued with the low-stress mobility network, including the bicycle and small mobility network.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- The mobility network that excludes the section north of SR500 and east of St. Johns, and is the County involved in this project? Staff responded the County is on the technical advisory committee for the Transportation System Plan update. Staff regularly coordinate with County staff on individual projects as well.

The presentation continued with the enhanced transit network, the roles of the City and C-TRAN in transit and customer experience, and the proposed enhanced transit network. Staff discussed the street network and complete corridors.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- How 20 minute neighborhoods fit into the corridors that are planned. Staff responded that areas where there is a high concentration of destinations are prioritized for pedestrian and multimodal access. The corridors that connect these areas and improve access to them are also prioritized and are considered in review of City-led programmatic investments as well as private development applications.

Staff concluded the presentation with the draft prioritization framework for capital projects. Project locations would be evaluated on equity, safety, transportation choice, and climate. Projects would also be evaluated on cost and funding opportunities, coordination opportunities, and environmental and right-of-way impacts.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- Specific street treatments and how those fit into the TSP. Staff responded that would be addressed at the end of this process in a comprehensive update to the City's street design standards.
- How this prioritization fits into the Transportation Improvement Plan (TIP) and the interim evaluation process. Staff responded this prioritization will replace the interim process that was used for the last few years and will guide prioritization of projects included in the TIP going forward.
- Where does pedestrian safety fit in the prioritization? Staff responded there is a conditions assessment included in the prioritization, which addresses pedestrian safety and sidewalks. Staff will provide more details on how those specific projects are prioritized.

WORKSHOP (01:17:14)

2023 – 2024 Complete Streets Planning and Multimodal Construction Projects

Rebecca Kennedy, Deputy Director, CDD; Ryan Lopossa, Streets & Transportation Manager, PW

Rebecca Kennedy presented on the pipeline for planning, design, construction and evaluation of projects, including phasing and the status of projects that are currently underway. Ryan Lopossa presented on current projects in the construction phase and grant contingent projects in the planning and design and/or construction phase. The presentation continued with education, evaluation and monitoring of the major projects that are planned or ongoing.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- For the Fourth Plain project, the bike lane connection between C and F Streets. Staff responded that this network gap will be addressed as part of the current Fourth Plain and Fort Vancouver Way Safety and Mobility Project.
- Are the assessments of projects being compared to a previous assessment? Staff responded there a draft framework is currently under development, which will guide pre and post-project data collection and provide a consistent set of evaluation criteria to measure and compare over time.

COMMUNITY FORUM (1:35:00)

Sarah Schmit was present to provide comments on the draft project prioritization framework. She was supportive of the work and defining the existing network. She expressed concerns with making decisions based solely on GIS data, as this can miss information about routes people avoid due to safety concerns. Another concern was the social equity criteria and its relationship with essential places. Essential places should include the workplace and grocery stores, in addition to parks. Projects that are easier to implement and are prioritized over those that are harder to implement make it harder to close gaps and may lead to continued investment in areas that are already safer than many others. She was supportive of the City working with County staff in bordering neighborhoods like Sifton and Orchards.

Jason Cromer was present to provide comments on bike lane buffers. He was appreciative of the new bike lanes on Columbia, 15th and E. Mill Plain. However, the bike lanes on 15th and E. Mill Plain do not have a buffer between vehicles and bikes and feels unsafe to bike on. He has also experienced cars parked in the bike lane, so it's safer to take 16th or 17th instead.

Zack Gatton was present to provide comments on the Fourth Plain and Ft. Vancouver Way Safety and Mobility Project. He was supportive of option 1 for the project and supports better bike infrastructure for the area. One issue with the options presented was the lack of bike infrastructure proposed for the segment between E. Fourth Plain and 62nd Avenue and Andresen Road, which is a dangerous area to bike. He supported connecting the multi-use path between Andresen and Thurston to Fourth Plain and making that connection safer.

WORKSHOP ITEM (1:46:25)

Fourth Plain Blvd. and Fort Vancouver Way Safety and Mobility Project

Rebecca Kennedy, Deputy Director, CDD; Ryan Farncomb, Parametrix

Rebecca Kennedy introduced the workshop and provided an overview of the project. The project has been split into two phases, with the first phase including Fort Vancouver Way between Mill Plain and

Fourth Plain, and the section of Fourth Plain from F Street to Fort Vancouver Way. The second phase will include Fourth Plain from Fort Vancouver Way to Andresen Rd. Ryan Farncomb presented key findings from the outreach process over the summer.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- Methods for outreach to include people who aren't on social media. Staff responded for the next round of outreach, there are plans to send out postcards to all households adjacent to the corridor and that they will again be hosting small focus groups and conducting stakeholder interviews and intercept surveys with corridor users. Staff are also going to test out texting outreach with another project, so will consider that option as well.
- How are you coordinating with City planning for land use? Staff responded that this project is implementing improvements long identified in existing planning documents, including the 2008 Fourth Plain Corridor Subarea Plan and 2015 Fourth Plain Forward Action Plan, both of which identify increased mobility and safety for corridor users as a top priority.
- What type of survey is presented to the public at this point and how was this phase of the survey informed by the initial community input? Staff responded the survey that was just launched is to gather feedback on the specific alternatives. The alternatives were informed by understanding of the issues community members identified through the first round of outreach, and what they said was important to them in terms of advancing mobility, safety and access to opportunity. On the technical side, alternatives are informed by the amount of space available to different modes and users, given that this project is looking only at the curb-to-curb space in the corridor.

The presentation continued with design option definitions, constraints, and tradeoffs for this project. Alternative 1 is more bike focused, with a high degree of separation between bikes and traffic. Alternative 2 is more transit mobility focused, with more BAT lanes in the corridor, with buffered bike lanes, but with less separation than alternative 1. The presentation went into detail on section A of Ft. Vancouver Way between Mill Plain Blvd to McLoughlin Blvd. The discussion covered transit service in this area, the effectiveness of a BAT lane given the transit frequency, and the option to add on street parking.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- Clark College's need for on street parking. Staff responded they met with their Clark College Facilities staff, and due to hybrid classes, there is less need for parking than before the pandemic.
- Discussion of adding parking and who benefits from the addition of parking near the park, as well as the challenges of potentially removing parking later. Staff noted that they would also take these considerations to the public to get more feedback on these options, and also collect parking utilization data to inform future discussions.

The presentation went into detail on the alternatives for section B, Ft. Vancouver Way between McLoughlin Blvd and the Clark College Green Lot entrance.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- Support for a BAT lane for bus rapid transit and a preference for a physical separation between vehicle travel lanes and bike facilities (alternative B-1).
- Issues with the bus pulling into the bike lane.

The presentation went into detail on the alternatives for section C, Ft. Vancouver Way from the Clark College Green Lot to Fourth Plain Blvd.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- Option C-1 is a simpler and more uniform solution compared to C-2.
- Would parking be removed from this section? Staff responded they would review when the photos in the presentation were taken and conduct parking utilization studies to gauge current use of the existing on-street parking.

The presentation went into detail on the alternatives for section D, Fourth Plain Blvd. from F St. to Fort Vancouver Way. The alternative for this section is to install a two-way cycle track on the south side of the street, where there are few driveways and intersections that create conflict points with the cycle track. There are design details still to be worked out for west bound bike traffic.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- Connection to St. John's? Staff responded they could provide a plan view diagram to show the connection but will continue to look at this area.

Staff summarized the Commission's feedback for sections A through D. In section A, there is still an unresolved question about adding on street parking, transit priority lanes, or something else, in addition to protected bike facilities. For sections B through D, the Commission asked staff to prioritize bike facilities and transit over parking and work hard to provide a consistent and simple design throughout the corridors to decrease confusion for people walking, rolling, biking and using micro-mobility devices, and driving. At the next meeting, staff will ask the Commission to make a formal recommendation on the design of Phase I of the Fourth Plain and Ft. Vancouver Way Safety and Mobility Project through a public hearing. This recommendation will then be forwarded to City Council for final review and endorsement.

COMMISSION COMMUNICATION

There was no Commission communication.

ADJOURNMENT 8:04 PM

Eduardo Ramos, Chair

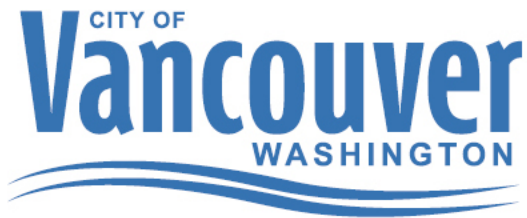
Meetings of the Transportation Mobility Commission are electronically recorded on audio. The audio is kept for a period of six years.

To request other formats, please contact: Julie Nischik | 360-487-7813 | TTY: 360-487-8602 | Julie.Nischik@cityofvancouver.us



Fourth Plain Blvd and Fort Vancouver Way Safety and Mobility Project

Project Update
TMC Public Hearing
October 4, 2022



Rebecca Kennedy, Deputy Director, CDD, City of Vancouver
Ryan Farncomb, Consultant Project Manager, Parametrix

Agenda

- Project summary
- Design Options Review and Discussion
- Recommended Designs
- Next Steps



Project Overview

The Fourth Plain Blvd and Fort Vancouver Way Safety and Mobility Study is:

- **Looking at ways to make the streets safer for everyone** – including people who drive, walk, ride a bike, use a mobility device, or ride the bus
- Considering how to **repurpose existing road space** to make the corridor safer for all
- **Identifying other potential safety improvements**

Project Overview

- We are talking with community about both Fourth Plain Blvd and Fort Vancouver Way at the same time, since the two corridors are connected and serve similar users.
- Re-paving of both roads will take place in two phases, starting in 2023, and in 2024.
- Final decision on lane reconfigurations will be made after community feedback is heard (underway now, complete in October)

Prior Review

Transportation and Mobility Commission

April 5, 2022

- Discussed issues and needs on Fourth Plain Blvd
- Reviewed traffic analysis results
- Heard feedback from the TMC that informed design options development

June 7, 2022

- Discussed issues and needs on Fort Vancouver Way
- Reviewed traffic analysis results
- Heard feedback from the TMC that informed design options development

September 6, 2022

- Reviewed Phase 1 design options and heard TMC feedback

Prior Review: Council

July 19, 2021

- Reviewed project scope and goal
- Funded project's planning process in 2021-22 budget

December 20, 2021

- Project timeline update

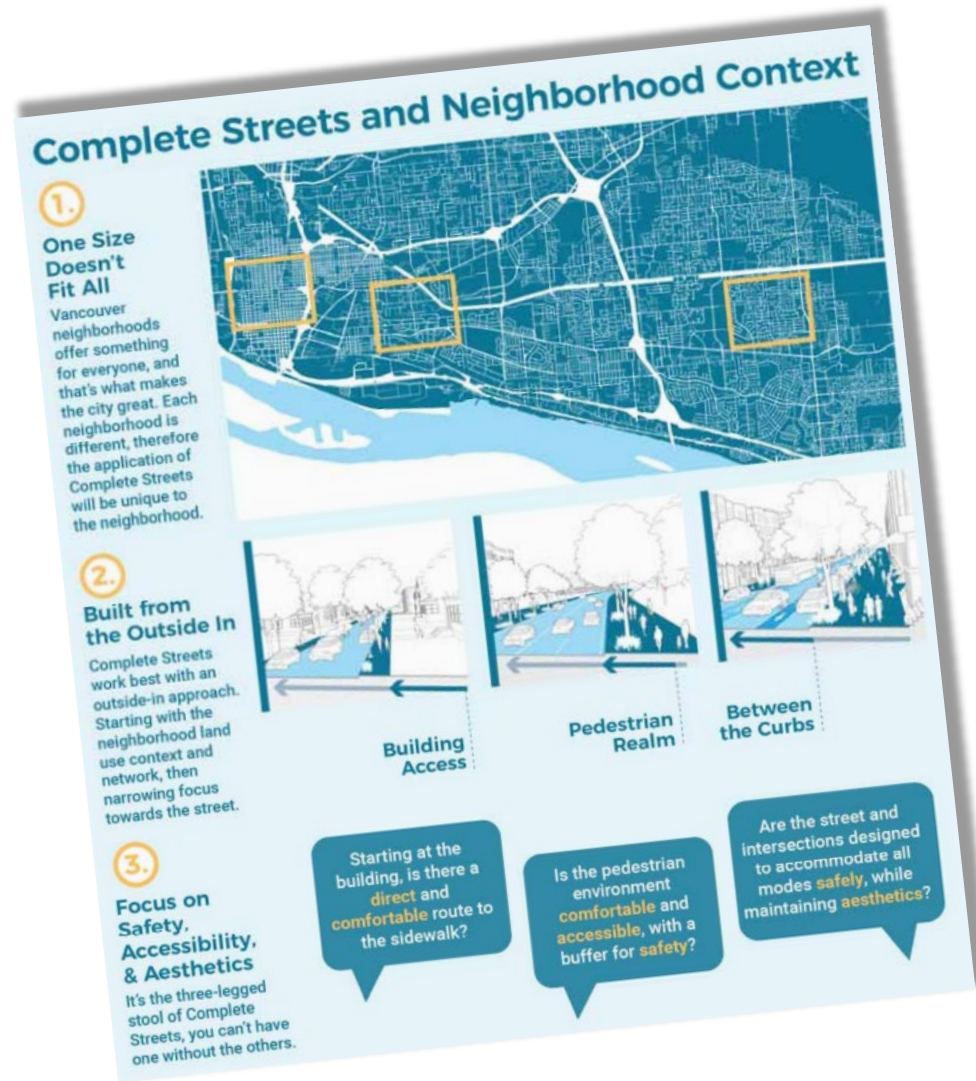
July 11, 2022

- Council workshop to provide project update
- Feedback received on public outreach process, issues in both corridors

October 3, 2022

- Review Preliminary Recommendations for Fourth Plain Cycle Track and Fort Vancouver Way lane reconfiguration
- Outreach updates from Phase 1 and Phase 2

City of Vancouver Complete Streets Policy



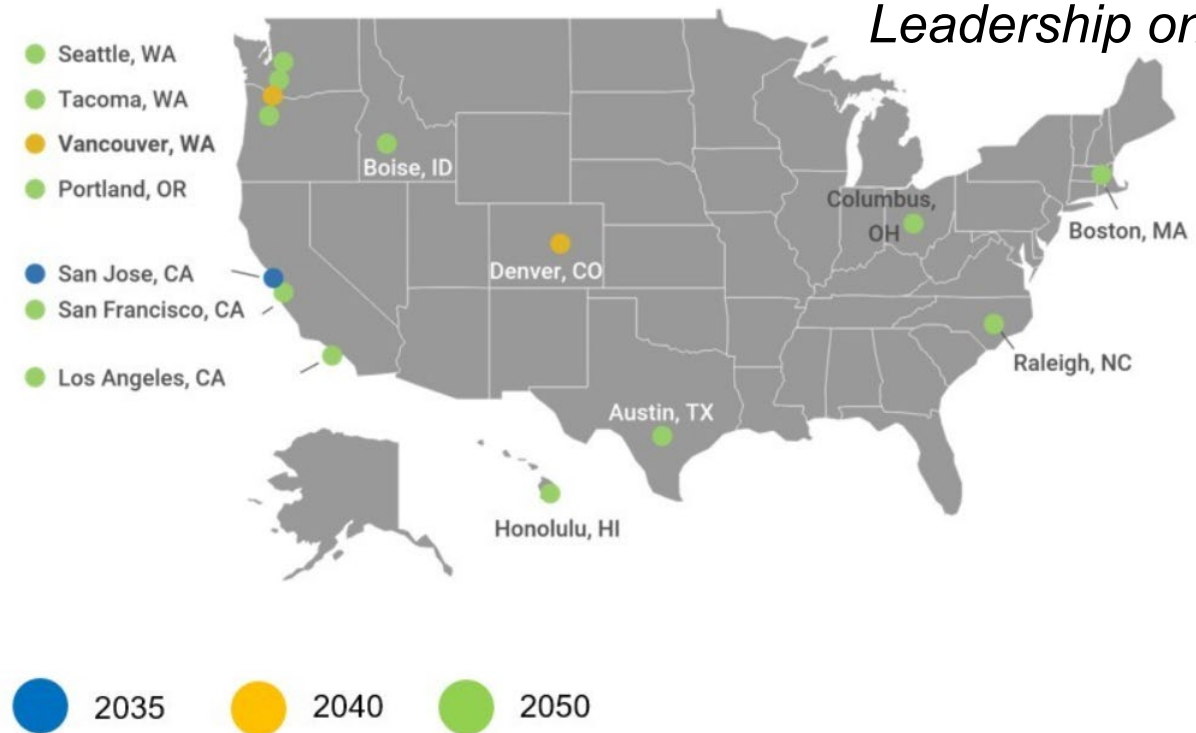
- A Complete Street is safe, comfortable & convenient for travel via automobile, foot, bicycle, & transit
- Ensures that the entire right-of-way is designed for all users
- Improves accessibility, benefits Vancouver's neighborhoods with a balanced, multi-modal transportation network that **fits the dynamics and character** of each neighborhood.
- This policy will inform the development of improvements for Fort Vancouver Way and Fourth Plain Blvd to address safety concerns and multimodal improvements

Project Context

Climate and Equity Actions

- Goals to advance **climate action goals and reduce emissions** - some of the most ambitious in the nation
- Proactive steps to address **racial equity and social justice**, using an Equity Framework to assess policy/program recommendations and **meet the needs of vulnerable populations**

Vancouver's Net Zero Emissions Target – National Leadership on Climate



Transportation System **Safety Analysis** (TSSA)

City's Transportation System Safety Analysis (2018) showed **Fourth Plain (between Andresen and Grand)** had the highest number of crashes per mile of all principal arterials in the City.

Recommendations

- Construct refuge islands, shorten crossing distances with curb extensions, provide leading pedestrian indicator, upgrade some crossings to enhanced crossings (HAWK and RFFB signals).
- Implement dedicated bicycling facilities; colored bike boxes at intersections.
- Intersection safety improvements, install leading pedestrian interval phases
- Corridor safety improvements, reduce access points, reconfigure to 3-lane cross section

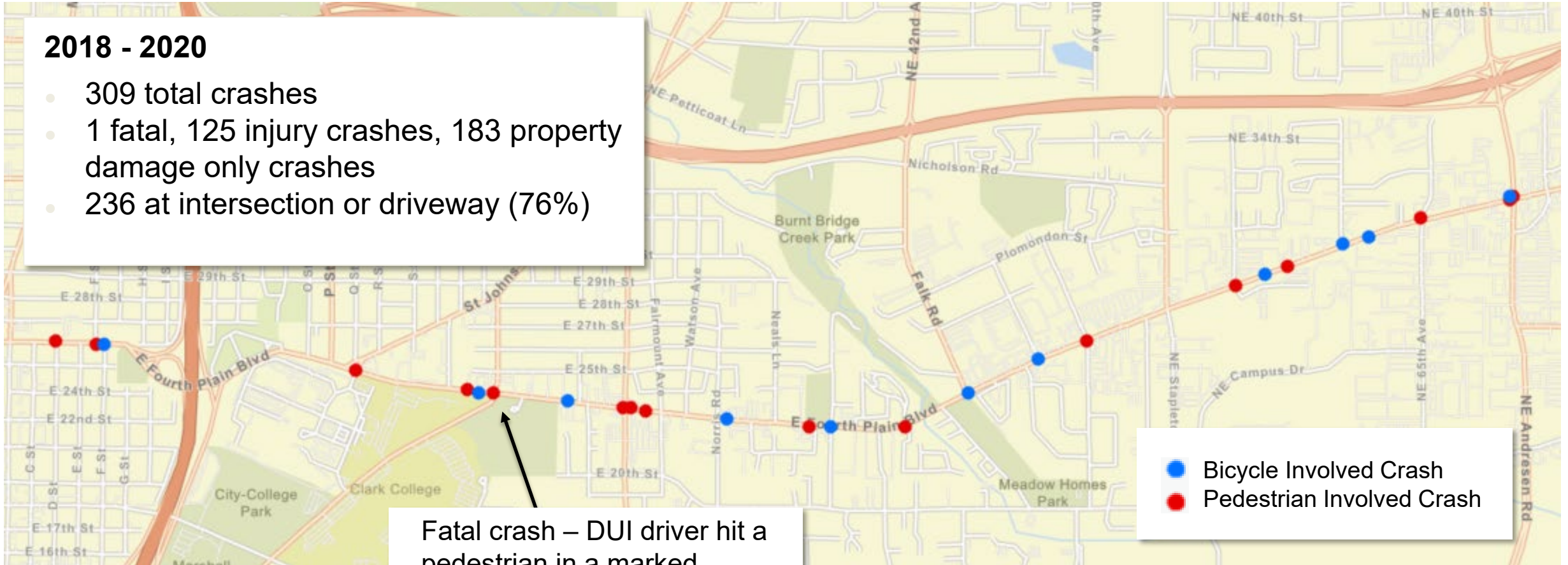
Project Context

Updated Corridor Safety Conditions

Crash data accessed through the City of Vancouver Safety Dashboard (2018 – 2020)

2018 - 2020

- 309 total crashes
- 1 fatal, 125 injury crashes, 183 property damage only crashes
- 236 at intersection or driveway (76%)



Fatal crash – DUI driver hit a pedestrian in a marked crosswalk at Fort Vancouver

Corridor Needs and Opportunities

- Five lanes of traffic
- The Vine BRT route operates in the corridor; one of C-TRAN's busiest corridors averaging nearly 2 million annual trips
- Several intersections operate at LOS D or worse
- Safety concerns in corridor, including fatal collision involving a pedestrian





Inadequate and unconnected bike lanes do not provide a continuous, safe route.



Fourth Plain is wide, and many people report drivers fail to yield to pedestrians, even in marked and signalized crosswalks.



Sidewalks in the corridor are often uncomfortably narrow and bike lanes are intermittent.

Progress to Date

- Existing Conditions Assessment
- Traffic Evaluation
- Alternatives Development
- Public Engagement

Fort Vancouver Way Traffic Analysis

	No Build 2040	Alternative 2040
Description	Future traffic performance assuming the corridor stays the same as today	Remove one travel lane NORTHBOUND and SOUTHBOUND between Fourth Plain Blvd and Mill Plain Blvd
Intersection Delay and LOS	Performs acceptably and fairly similar to Existing Conditions	Very similar to “No Build”
Corridor average speed during MORNING peak hour (7:00 – 8:00 AM)	NB: 16 MPH SB: 15 MPH	NB: 15 MPH SB: 16 MPH
Corridor average speed during EVENING peak hour (4:15 – 5:15 PM)	NB: 15 MPH SB: 14 MPH	NB: 13 MPH SB: 14 MPH

Project Construction Phases

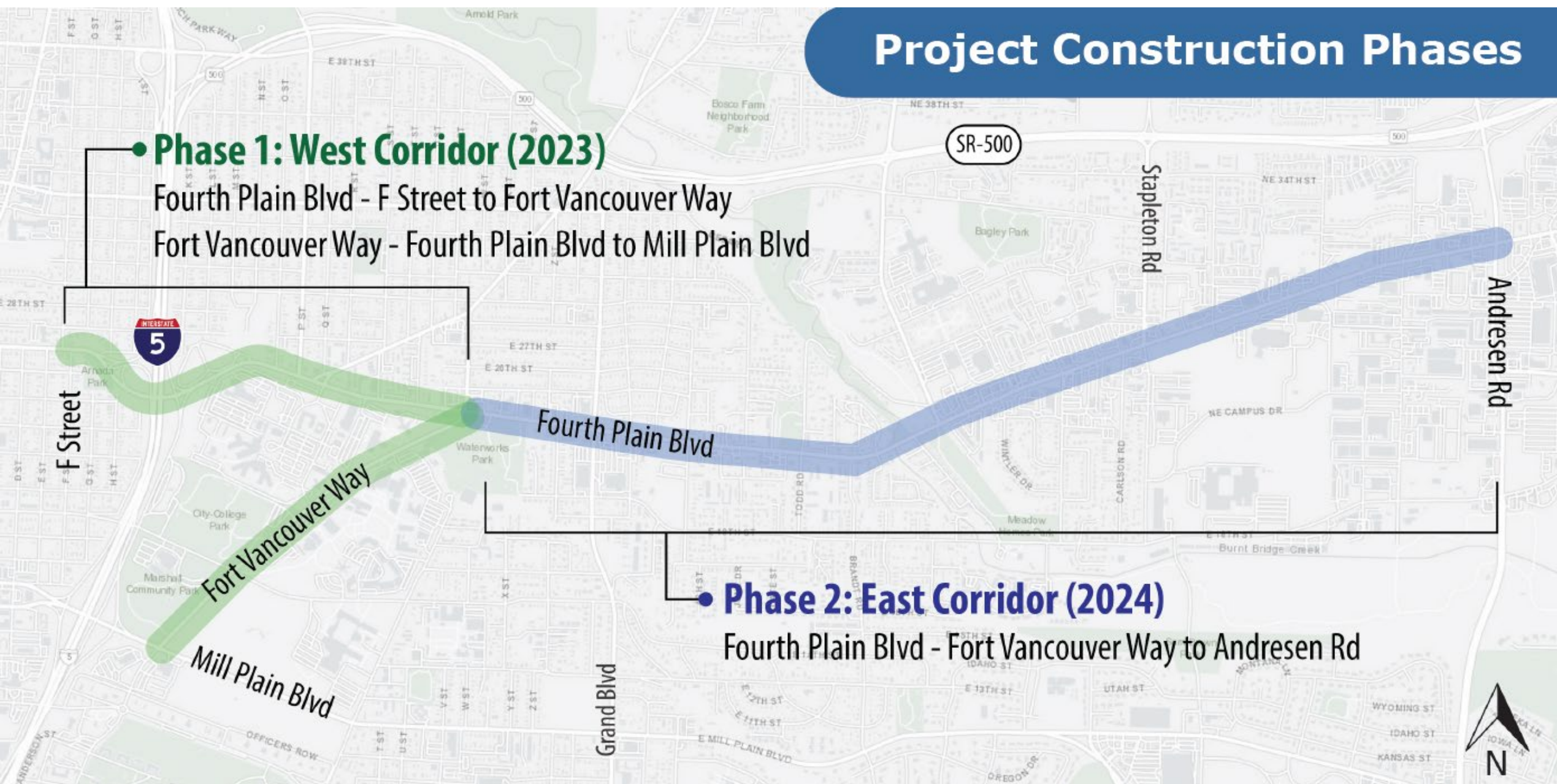
• Phase 1: West Corridor (2023)

Fourth Plain Blvd - F Street to Fort Vancouver Way

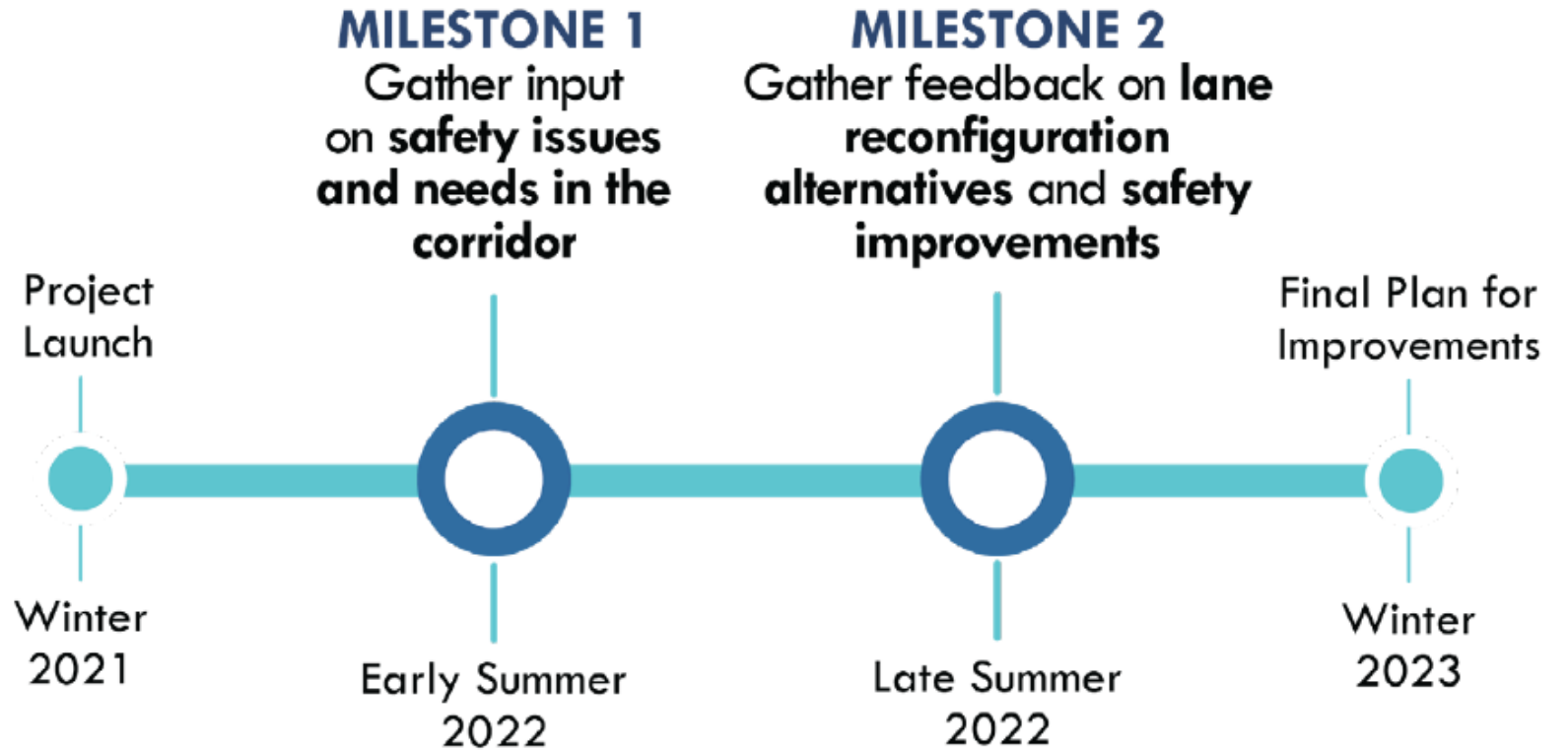
Fort Vancouver Way - Fourth Plain Blvd to Mill Plain Blvd

• Phase 2: East Corridor (2024)

Fourth Plain Blvd - Fort Vancouver Way to Andresen Rd



Outreach Update



Community Feedback Summary – Phase 1

Engagement activities conducted:

- Flyers
- In-person corridor canvassing
- Stakeholder calls
- Tabling
- Stakeholder meetings
- Neighborhood Association meetings
- Website and online survey
- Online open house
- Social media advertisements
- Materials selectively translated to Spanish, Vietnamese, Chuukese, and Russian



Outreach events in May and June





Vancouver, Washington City Government

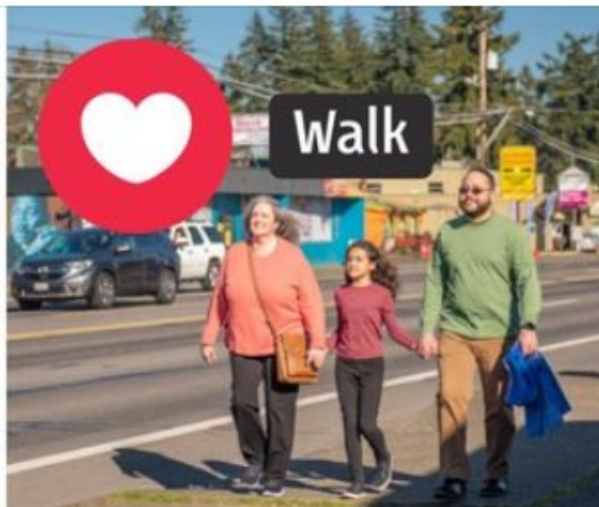
June 12 · 🌐



What's your go-to way to travel Fourth Plain Boulevard? Use reactions or comments to tell us! 🚗🚶🚲



We're planning a road makeover to make Fourth Plain Blvd and Fort Vancouver Way safer and more comfortable – no matter how you get around. We invite you to share your ideas and weigh in via our online open house this June: <https://bit.ly/3IKFgfP>



Victor Caesar and 80 others

12 Comments 5 Shares

Section 3: Share Your Feedback

Now that you've learned more about the *Safety and Mobility Project*, the City would like to hear your feedback.

Please complete the brief survey below to provide your input on current safety, access, and mobility needs along Fourth Plain Blvd and Fort Vancouver Way.

[Haga clic aquí si prefiere realizar la encuesta en español.](#)

Are there intersections along Fourth Plain Blvd or Fort Vancouver Way where crossing the street feels dangerous? If so, where?

List any places on these streets where crossing the street feels dangerous

1000

What has been your experience traveling along these streets?

1000

Fourth Plain Blvd and Fort Vancouver Way Safety and Mobility Project Survey

**Online engagement
examples**

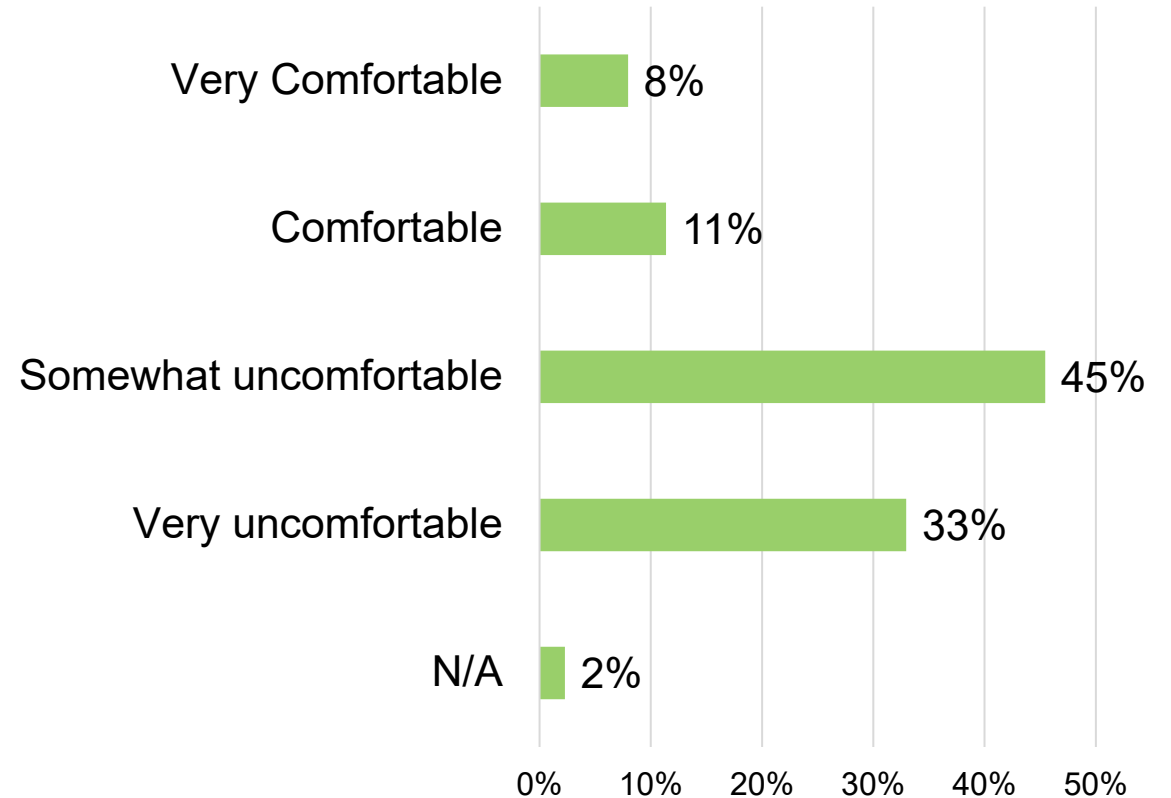
Community Feedback Summary – Phase 1

Feedback themes:

Most people feel unsafe walking and biking along both streets.

- Most respondents were either somewhat uncomfortable (45%) or very uncomfortable (33%) walking.
- Approximately 80% of respondents said they felt very uncomfortable bicycling.

How comfortable do you feel walking on Fourth Plain and Fort Vancouver Way?



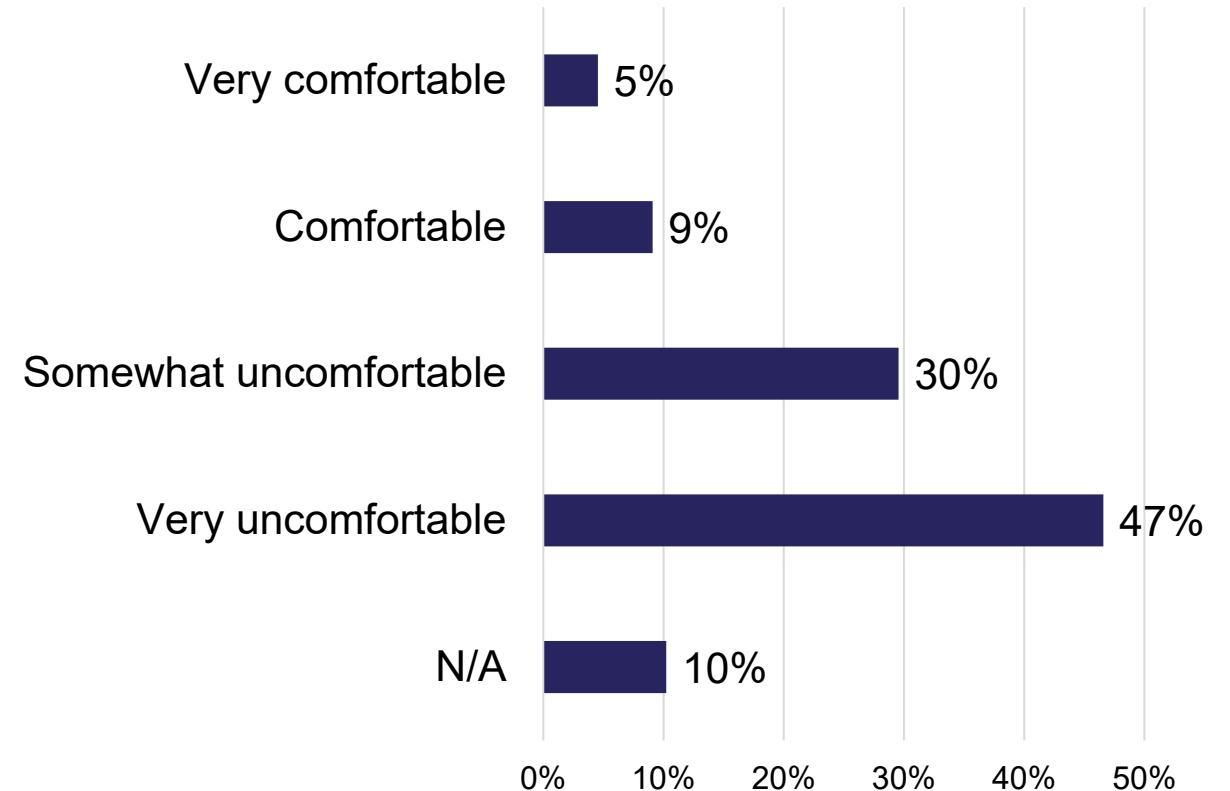
Community Feedback Summary – Phase 1

Feedback themes:

Most people feel unsafe walking and bicycling to access transit.

- Survey respondents shared they felt somewhat uncomfortable (45%) or very uncomfortable (33%) walking and bicycling to access transit.
- Only 1 out of every 5 respondents feels safe walking, biking, or accessing transit.

How safe do you feel walking or biking these streets to access transit?



Community Feedback Summary – Phase 1

Feedback themes:

- Most people drive, but a significant amount of people walk along these streets. Although most respondents (36%) primarily drive along these streets, 29% said they walk, 21% said they ride a bike, 14% of respondents said they rode transit.
- Respondents indicated the top three (3) most important evaluation criteria as:
 - Safety Improvements for all users (31%)
 - Mobility improvements for all users (24%)
 - Greenhouse gas reduction benefits (19%)

Community Feedback –

*Phase 2 is
Happening
Now!*

- **Online open house** and BeHeard survey are now live:
<https://www.beheardvancouver.org/forth-plain-fort-vancouver-mobility>
- **Past events:**
 - LULAC Mercado – talked to 80 people
 - Multicultural Resource Fair – talked to 30+
 - Vancouver Farmers Market
 - Focus groups – in-depth conversations about solutions



Community Feedback Summary – Phase 2

In-Person Outreach at LULAC Mercado 9/17

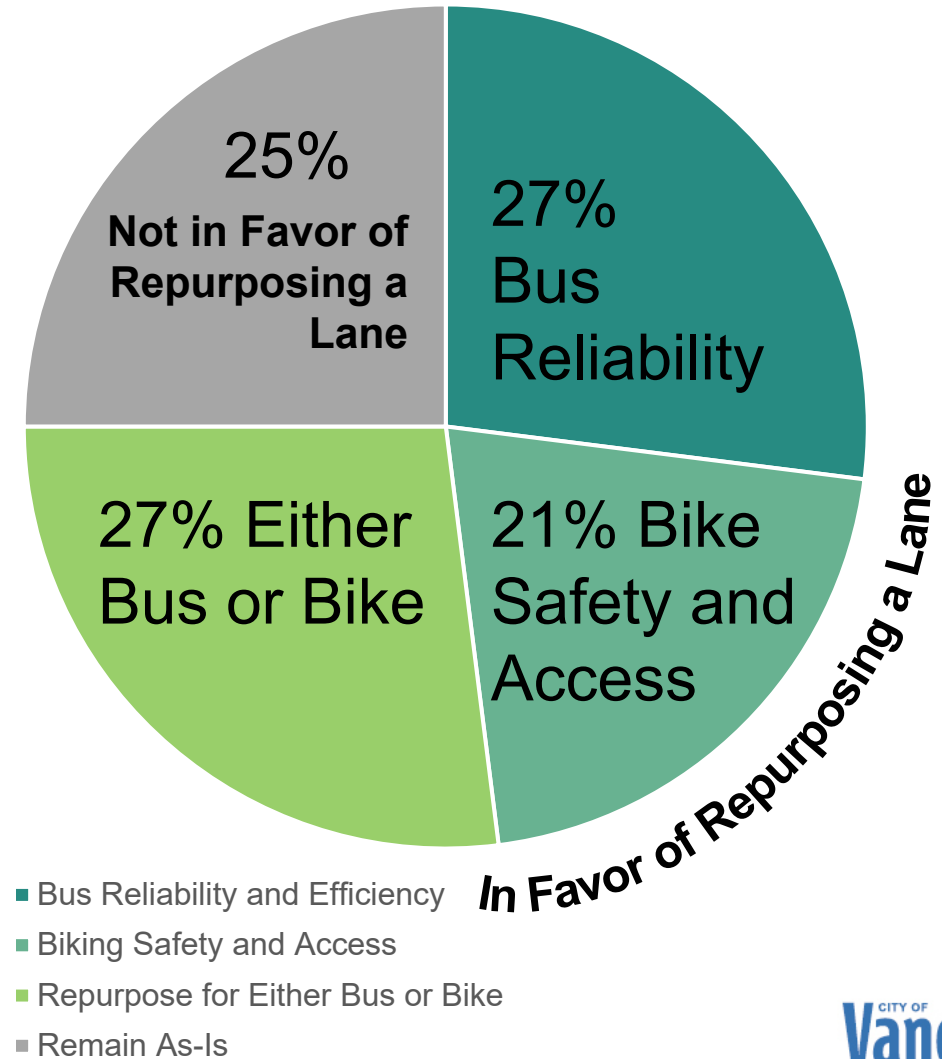
Feedback themes:

About 75% of people *responded favorably* for repurposing a lane.

Spoke to 82 people.

Some comments included:

- “Would be in line with other roads in the city”
- “It would be ideal, especially for bikes”
- “Good idea...best used for bikes”
- “Will allow for more safety, give people a space if they don’t drive”
- “Very favorable for mobility for those who don’t drive”



Engagement Process Outcomes

- Important for helping City Council, TMC, City staff, and project team understand community's preferences and issues.
- Feedback directly informed design options development.
 - *Example: cycling alternatives on Fourth Plain*
- Captured corridor needs that may not be addressed by the immediate project but could be addressed in the future as funding allows.
- Helps ensure all voices are heard.
- Engagement is a two-way street: opportunity to inform and educate community about the issues and plans to address them.

Design Options Review



Project Construction Phases

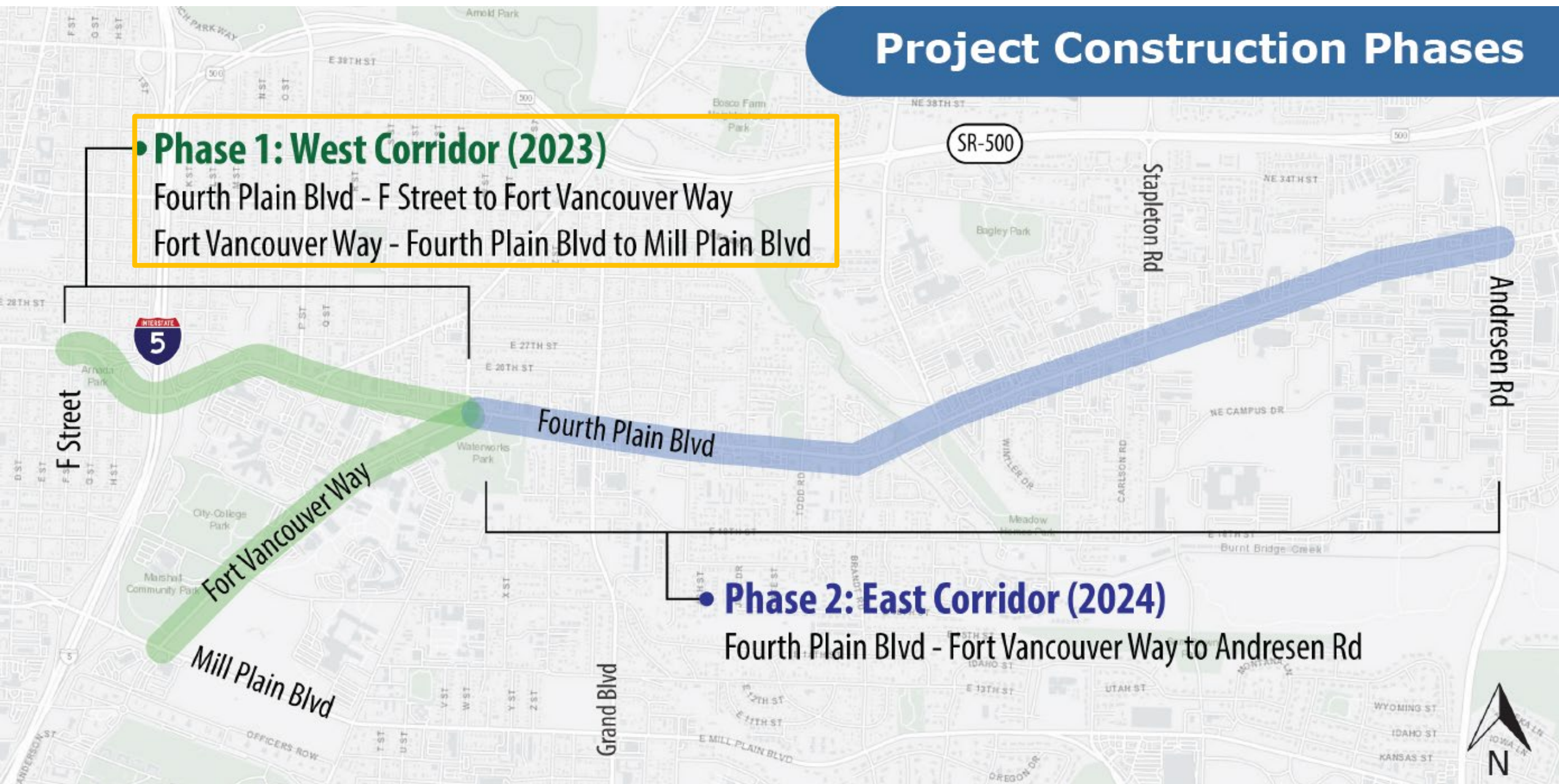
• Phase 1: West Corridor (2023)

Fourth Plain Blvd - F Street to Fort Vancouver Way

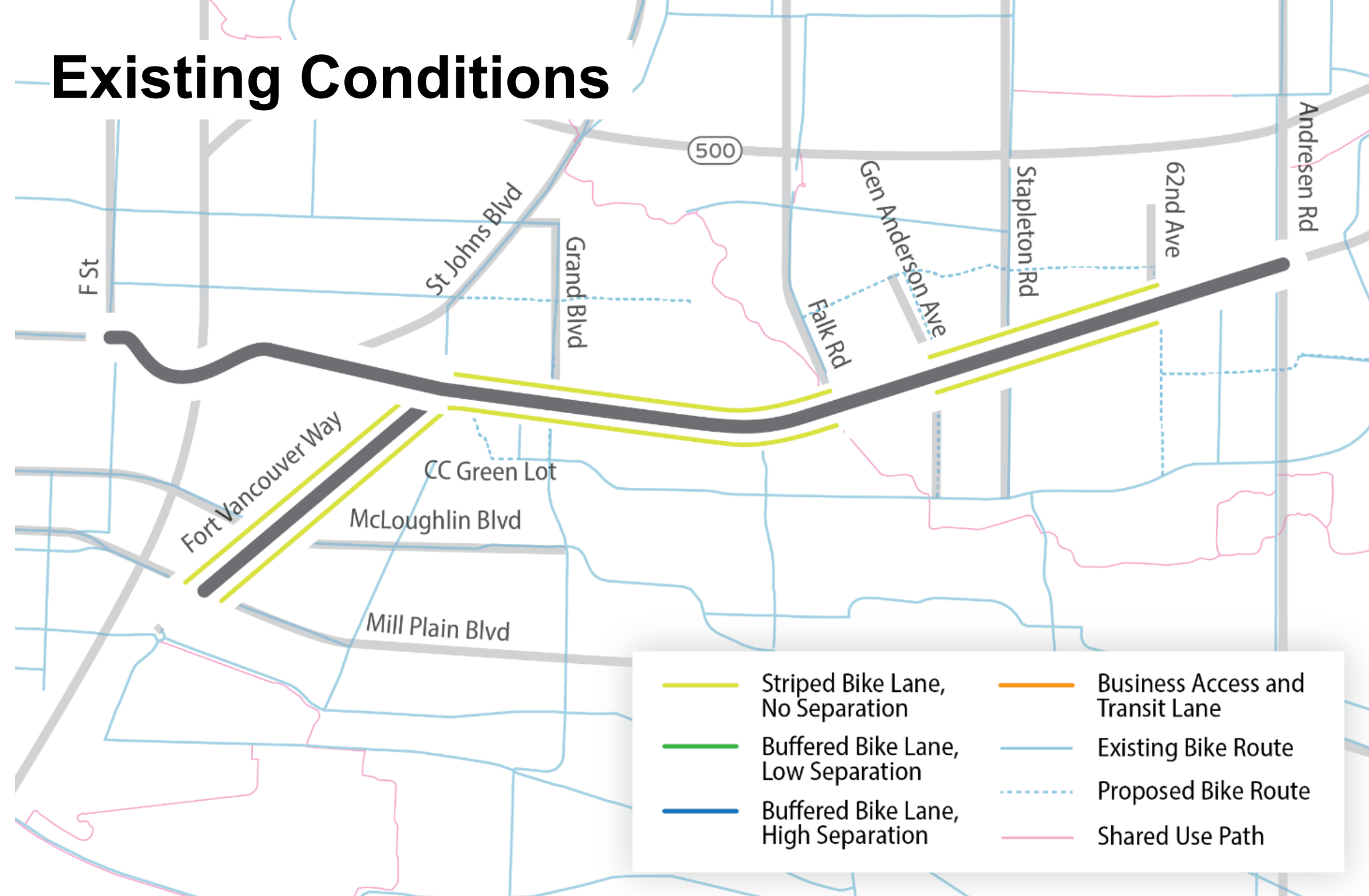
Fort Vancouver Way - Fourth Plain Blvd to Mill Plain Blvd

• Phase 2: East Corridor (2024)

Fourth Plain Blvd - Fort Vancouver Way to Andresen Rd



Existing Conditions



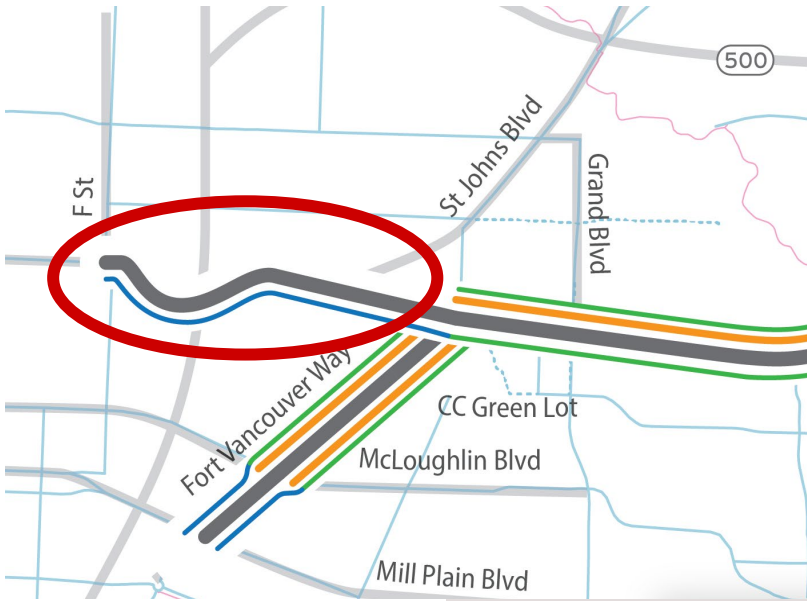
Corridor Constraints

- This project by itself can address many, but not all, corridor needs and issues.
- There are important constraints and tradeoffs.
 - **Constraints** include:
 - Working within the existing “curb to curb” pavement. Some parts of the corridors are narrower than others.
 - Prior obligations made by CTRAN as part of the funding agreement for The Vine with the federal government.
 - Available funding.

Phase 1 Design Options



Cycle Track Concept

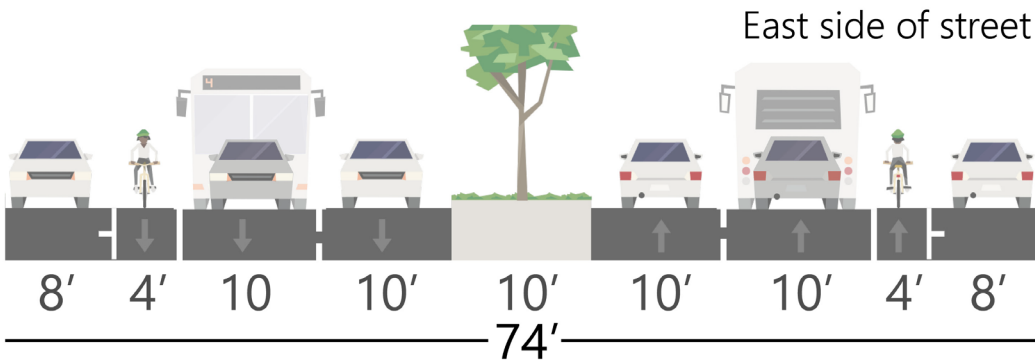
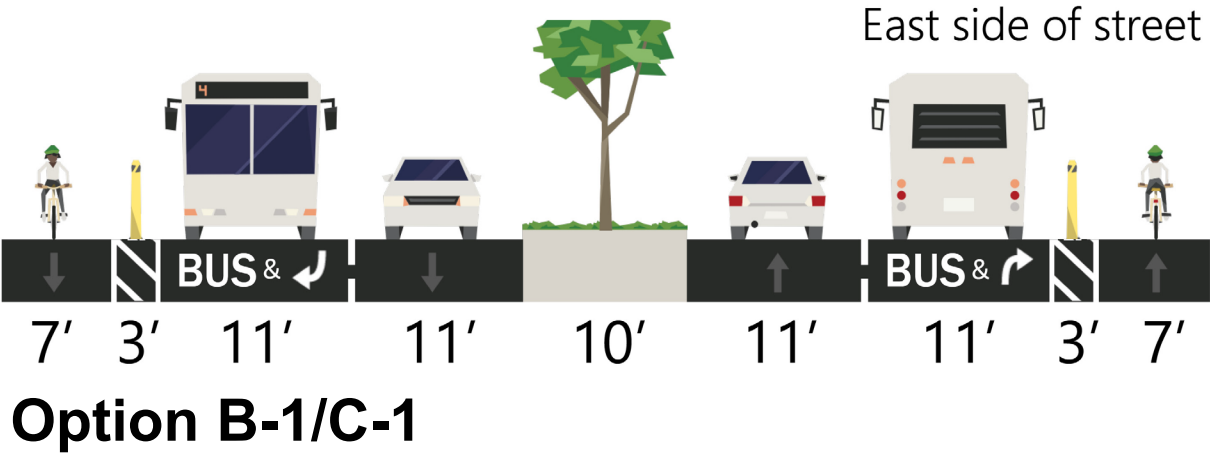
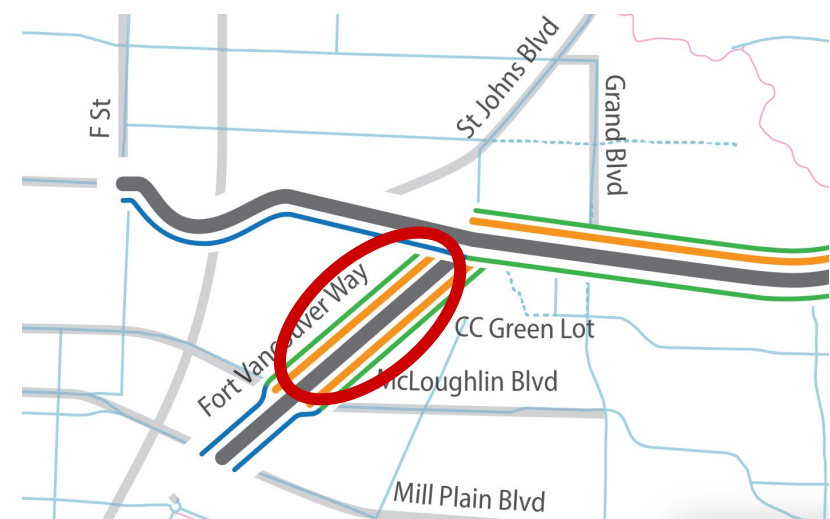


Fourth Plain Blvd

F Street to Ft. Vancouver Way

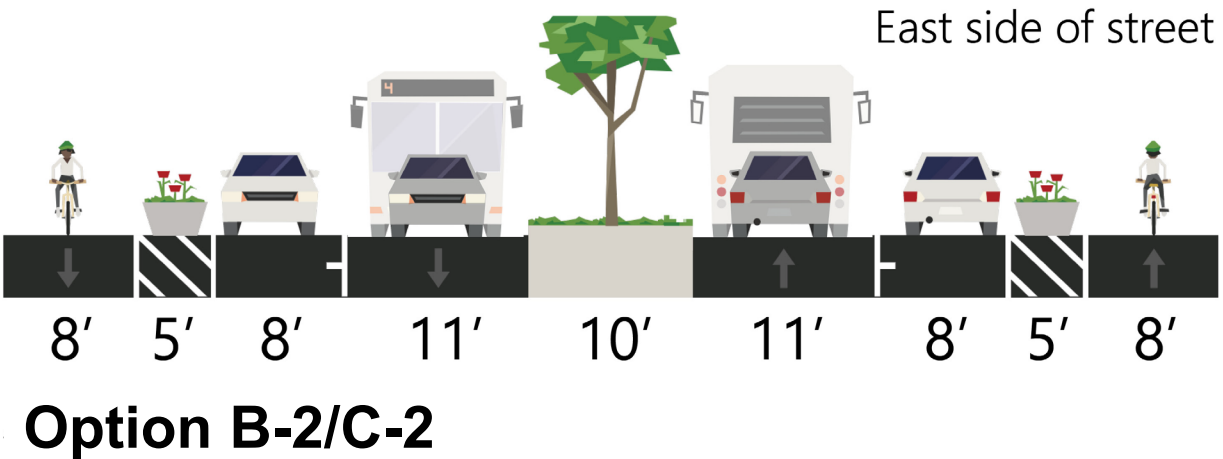
Fort Vancouver Way

McLoughlin Blvd to Fourth Plain Blvd



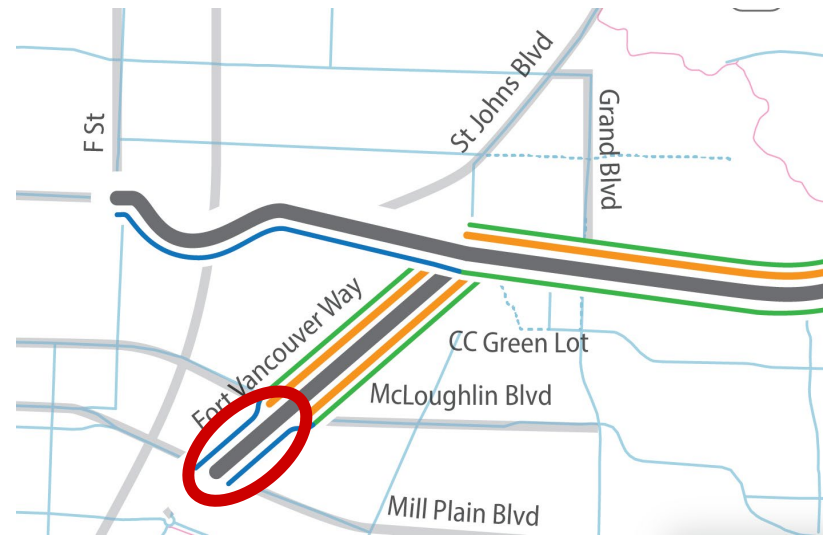
Existing

Note: Existing on-street parking is inconsistent.

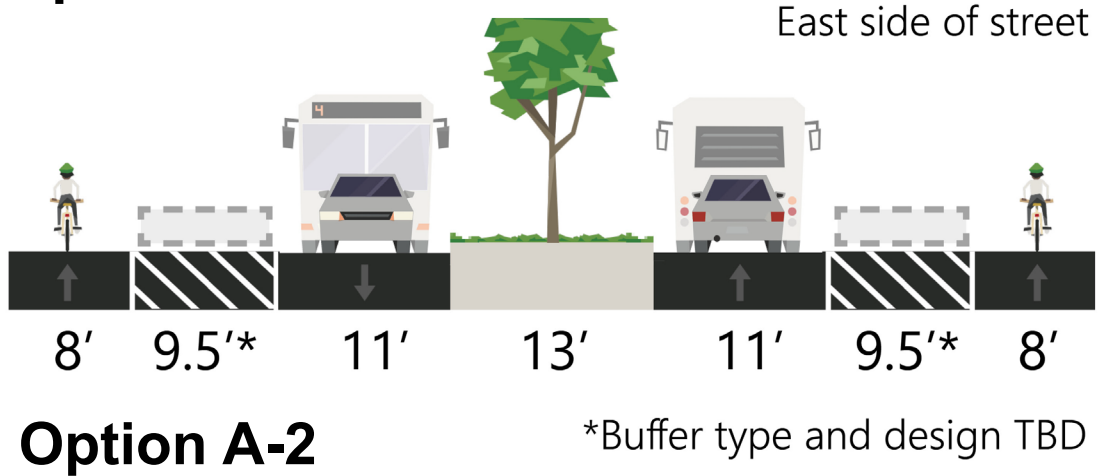
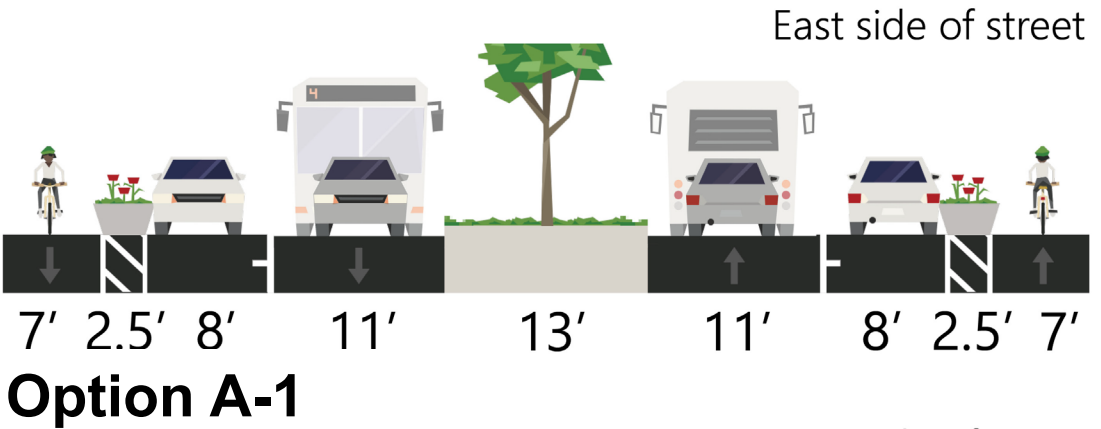
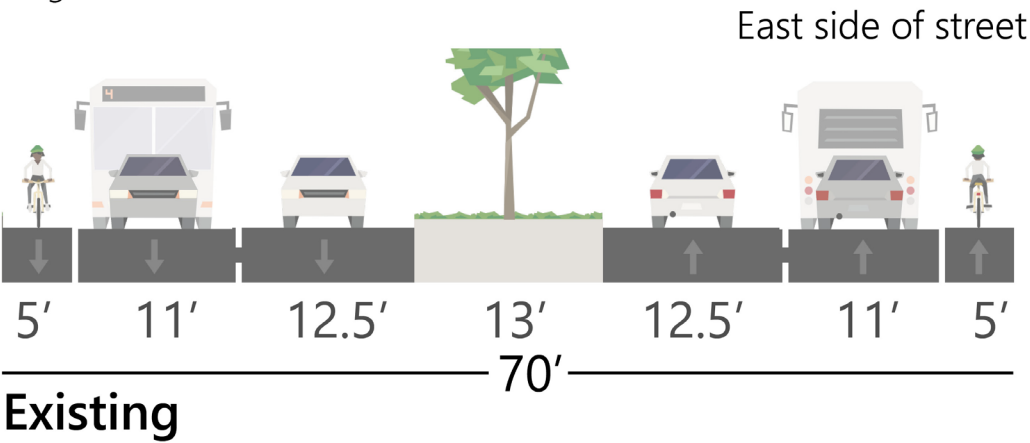


Fort Vancouver Way

Mill Plain Blvd to McLoughlin Blvd



Looking north



Parking Utilization Study

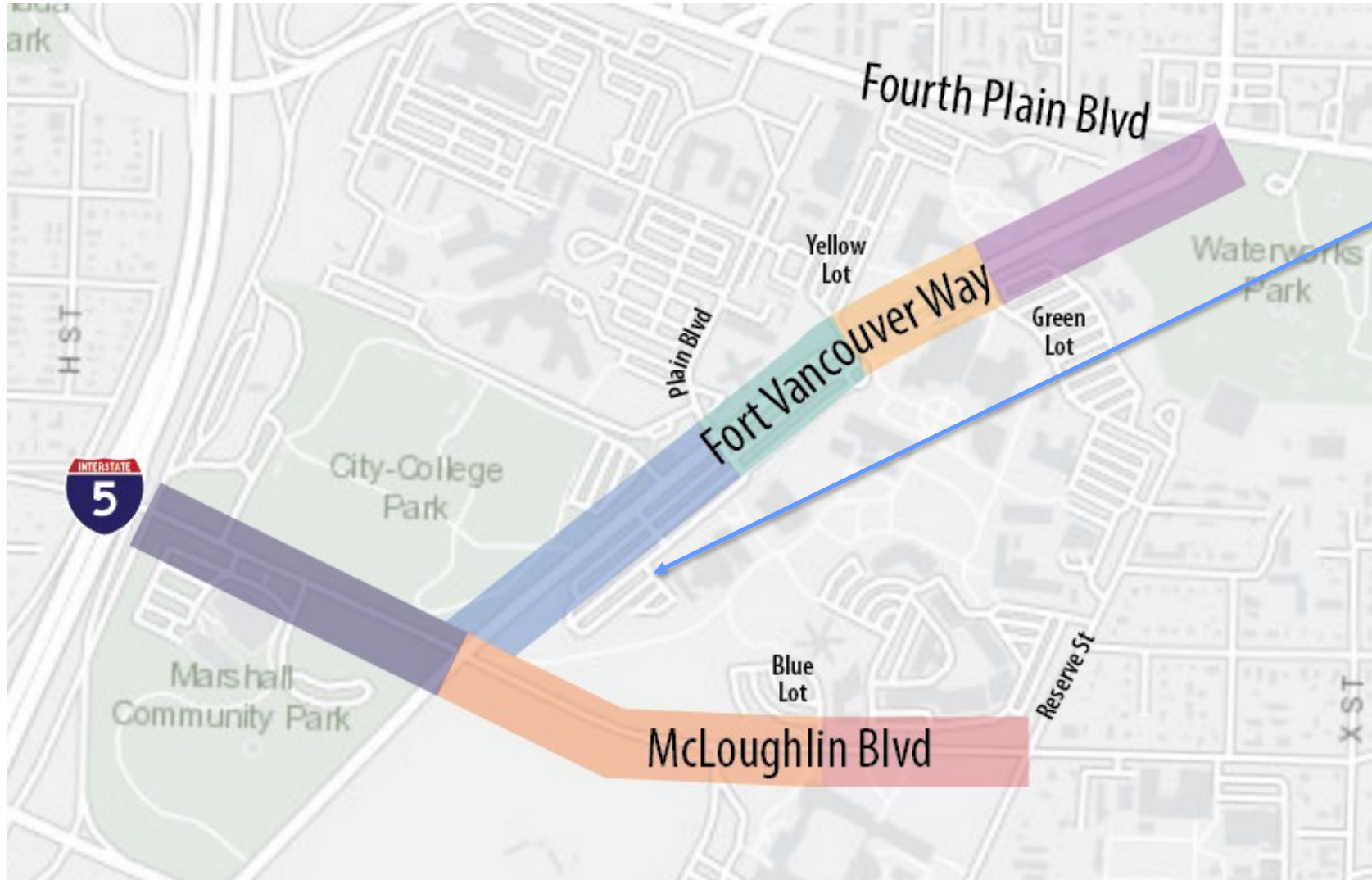
Conducted parking utilization study in mid-September

- **Fort Vancouver Way, McLoughlin Blvd, and Marshall Center Parking Lot**
- Parking utilization information was collected hourly from 8am - 6pm on Wednesday and Thursday, and from 9am – 3pm on Saturday

Parking utilization showed:

- Parking use was generally "low" or "moderate"
- Segment with highest utilization was between McLoughlin and Plain Blvd.
- Most parking spots occupied were RV/trailers that remained in the same location throughout observation
- Very low usage between Yellow Lot and Fourth Plain Blvd
- Ample off-street parking options adjacent to Fort Vancouver Way

Ft. Vancouver Way – Parking Utilization Study



Fort Vancouver Way

- 41-78%
- 0-70%
- 0-14%
- 0-31%

McLoughlin Blvd

- 0-54%
- 1-44%
- 0-24%

Parking Utilization Weekend Findings

Conducted parking utilization study Saturday, Sept 26 9am - 3pm

Parking utilization showed:

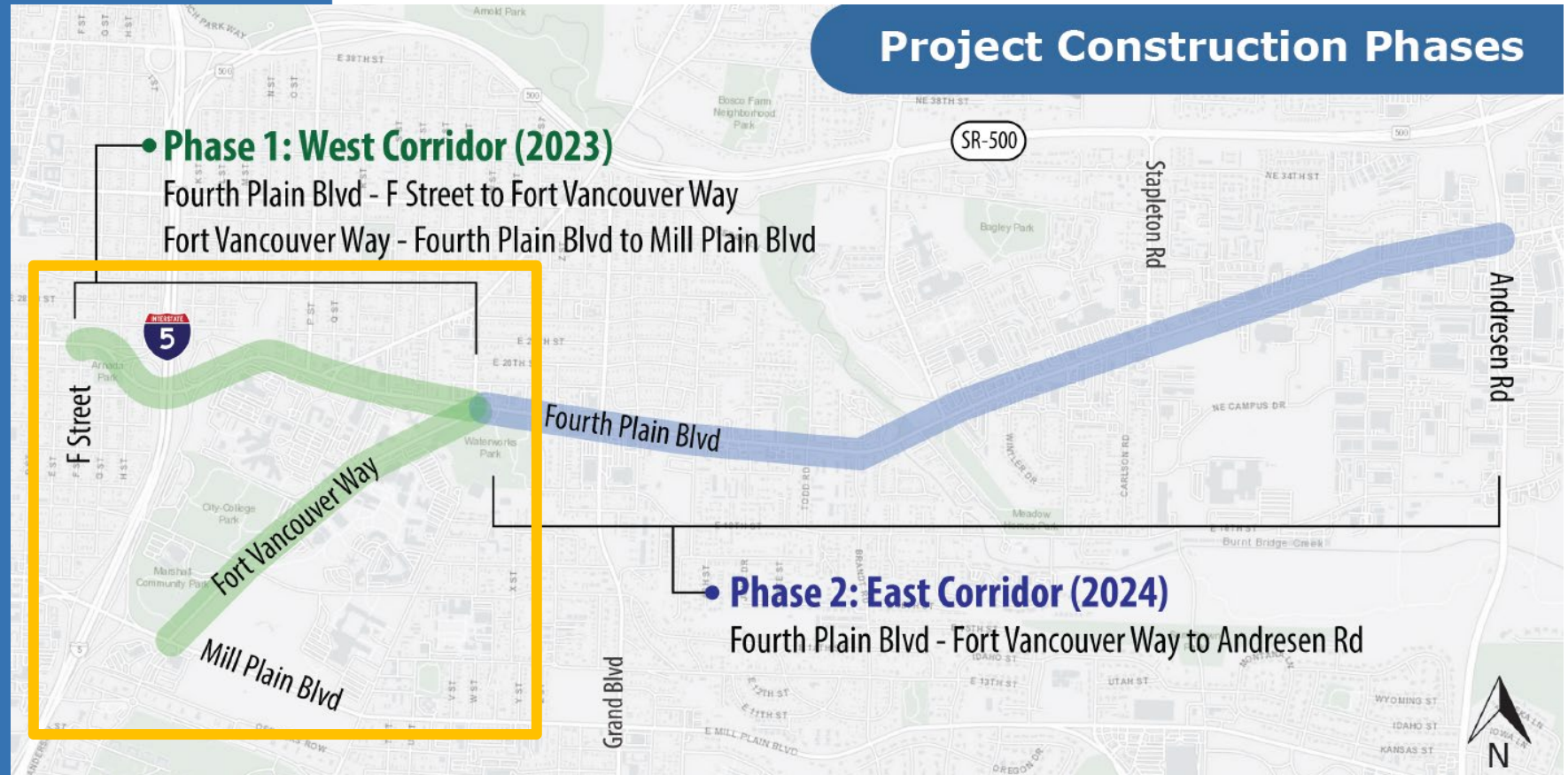
- Marshall Center lot averaged ~60% occupancy on Saturday
- Street parking on McLoughlin near Marshall Center not heavily used
- Some use during events, but largely empty
- City Parks staff note that parking areas have adequate capacity and is anticipated to meet needs of future demand at Harpers Playground
- On-street parking on Ft. Vancouver Way did not have observed use on weekends

Parking Considerations

- Our utilization study supports Clark College staff's recommendation that on-street parking is not needed along Ft. Vancouver Way and may be removed without significant parking constraints
- Marshall Center and surrounding facilities have approx. 200 total spaces and parking on south-side of McLoughlin. Four back-in spots used regularly, others along McLoughlin less frequently
- Director of Marshall Center notes that parking demand is somewhat low because of park closures and Clark College hybrid schedules
- Parks staff noted that a recent large events have not strained existing parking, and anticipate that existing lots will accommodate new visitors to Harpers Playground and will include a significant number of accessible parking spaces.

Recommendations

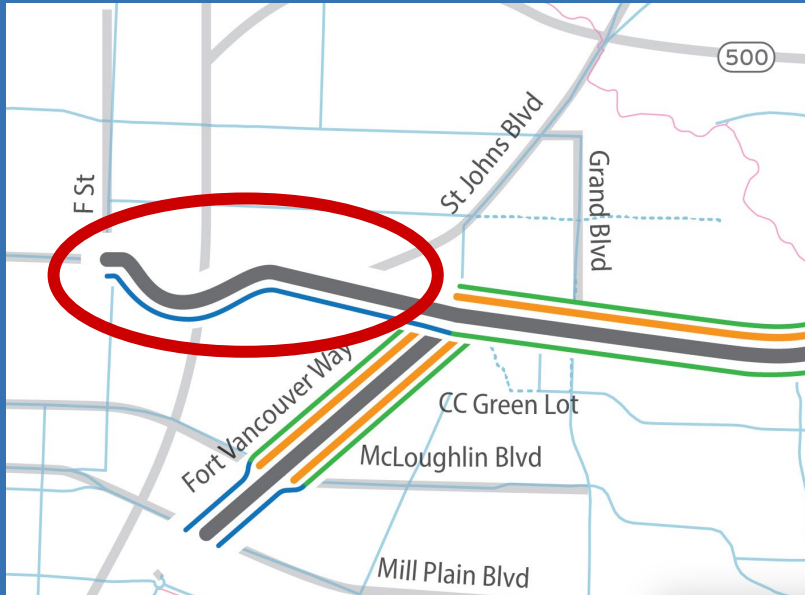
- Staff recommendations for Phase 1 – the western corridor segments that will be repaved in 2023.



Evaluation

- Previously developed evaluation framework – Council provided comment in July
- Evaluation framework aids selection of the preferred alternatives
- Alternatives scored as follows:
 - Best addresses criterion or provides greatest benefit
 - ◐ Partially addresses criterion or is neutral
 - Does not address or poorly addresses criterion

Preliminary Recommendation



Fourth Plain, F Street to Ft. Vancouver Way

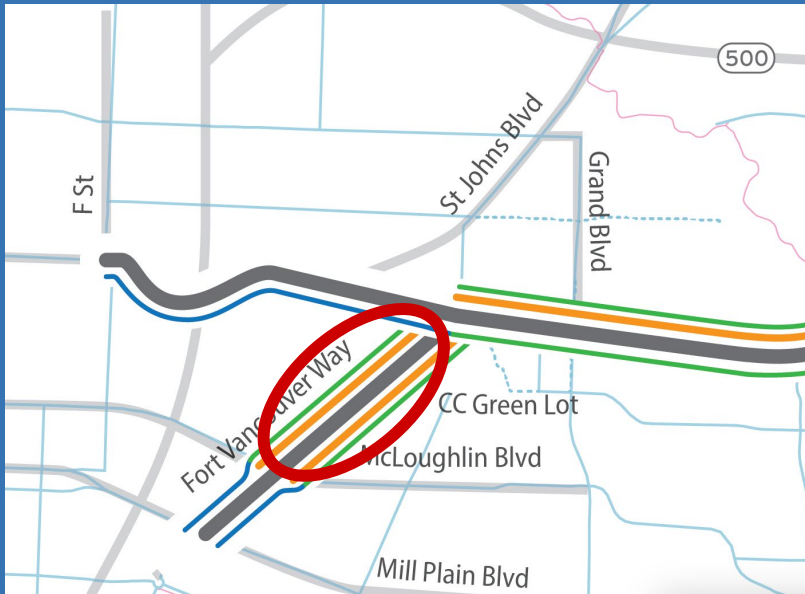
- Implement **two-way cycle track** on south side of Fourth Plain



Evaluation – Fourth Plain

Criteria	No Build (do nothing)	Cycle Track Concept
Mobility improvement for people walking, using a mobility device, bicycling, or using the bus	☐	☒
Safety improvement for all users of the corridor	☐	☒
Greenhouse gas (GHG) reduction	☐	☒
Equitable outcomes	☐	☒
Access to businesses, jobs, services, parks and recreation, education	☐	☒

Preliminary Recommendation



Ft. Vancouver Way between McLoughlin and Fourth Plain

- Prioritize cycling and transit modes
- Add buffered mobility lanes and BAT lanes
- Remove on-street parking north of McLoughlin

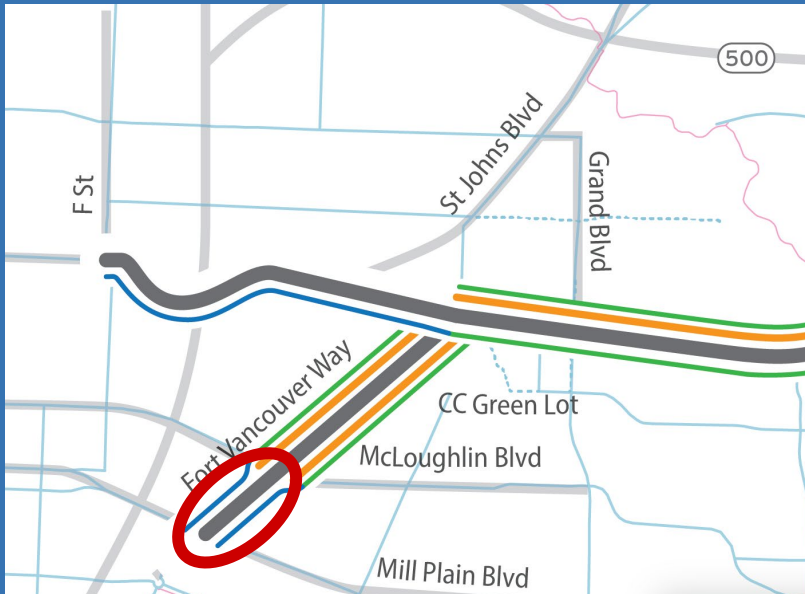


Evaluation – Ft. Vancouver Way

McLoughlin to Fourth Plain

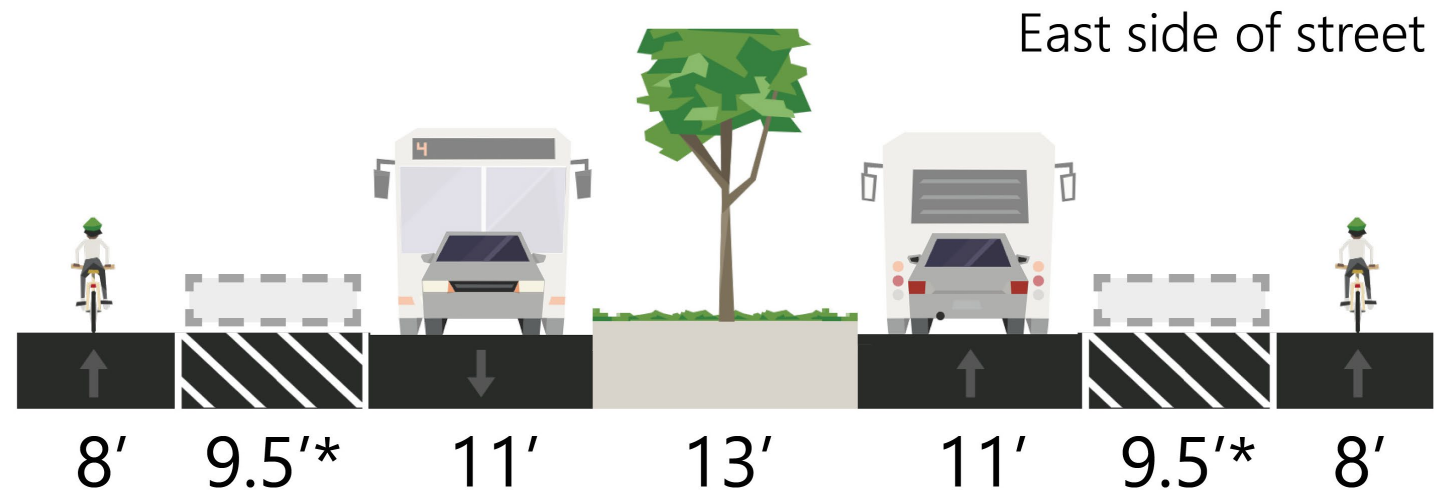
Criteria	No Build (do nothing)	Option 1 Mobility lanes and transit priority emphasis	Option 2 On-street parking emphasis and mobility lanes
Mobility improvement for people walking, using a mobility device, bicycling, or using the bus	○	●	◐
Safety improvement for all users of the corridor	○	●	●
Greenhouse gas (GHG) reduction	○	●	◐
Equitable outcomes	○	●	●
Access to businesses, jobs, services, parks and recreation, education	○	●	●

Preliminary Recommendation



Ft. Vancouver Way Between Mill Plain and McLoughlin

- Add buffered mobility lanes between Mill Plain and McLoughlin



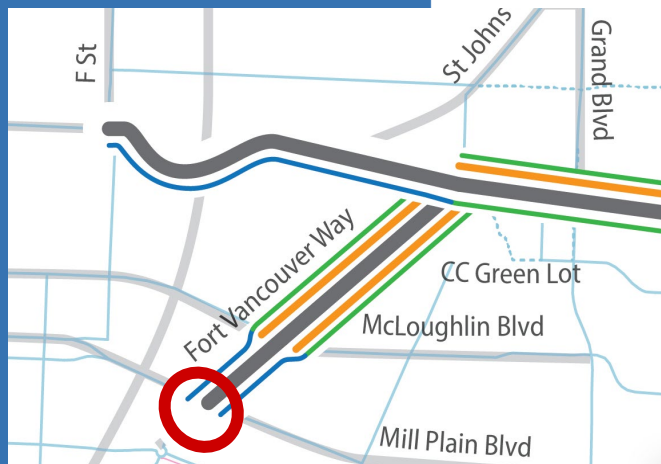
Option A-2

*Buffer type and design TBD

Preliminary Recommendation

Ft. Vancouver Way Between Mill Plain and McLoughlin

- Retain two “receiving lanes” for left turns from Mill Plain onto Ft. Vancouver Way, then transition to buffered mobility lane



Evaluation – Ft. Vancouver Way

Mill Plain to McLoughlin

Criteria	No Build (do nothing)	Option 1 On-street parking emphasis and mobility lanes	Option 2 Mobility lanes priority
Mobility improvement for people walking, using a mobility device, bicycling, or using the bus			
Safety improvement for all users of the corridor			
Greenhouse gas (GHG) reduction			
Equitable outcomes			
Access to businesses, jobs, services, parks and recreation, education			

Project Team Recommendation

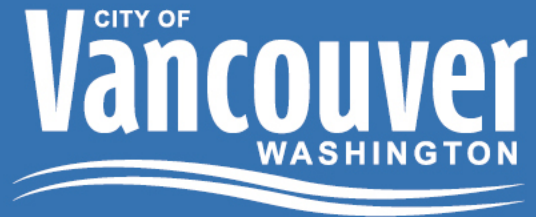
Based on the findings in the staff report and information presented here, staff recommends that the Commission forward a recommendation to the City Council to advance the following design concepts for Phase I of this project:

- Alternative 1 on Fourth Plain between F Street and Fort Vancouver Way (south side cycle track)
- Alternative 2 on Fort Vancouver Way between McLoughlin and Fourth Plain (remove parking, add BAT lane and buffered mobility lanes)
- Alternative 2 on Fort Vancouver Way south of McLoughlin to Mill Plain (repurpose travel lane for wide-buffered mobility lane on each side, with a taper from two receiving travel lanes on the northbound side of the south end of the segment)

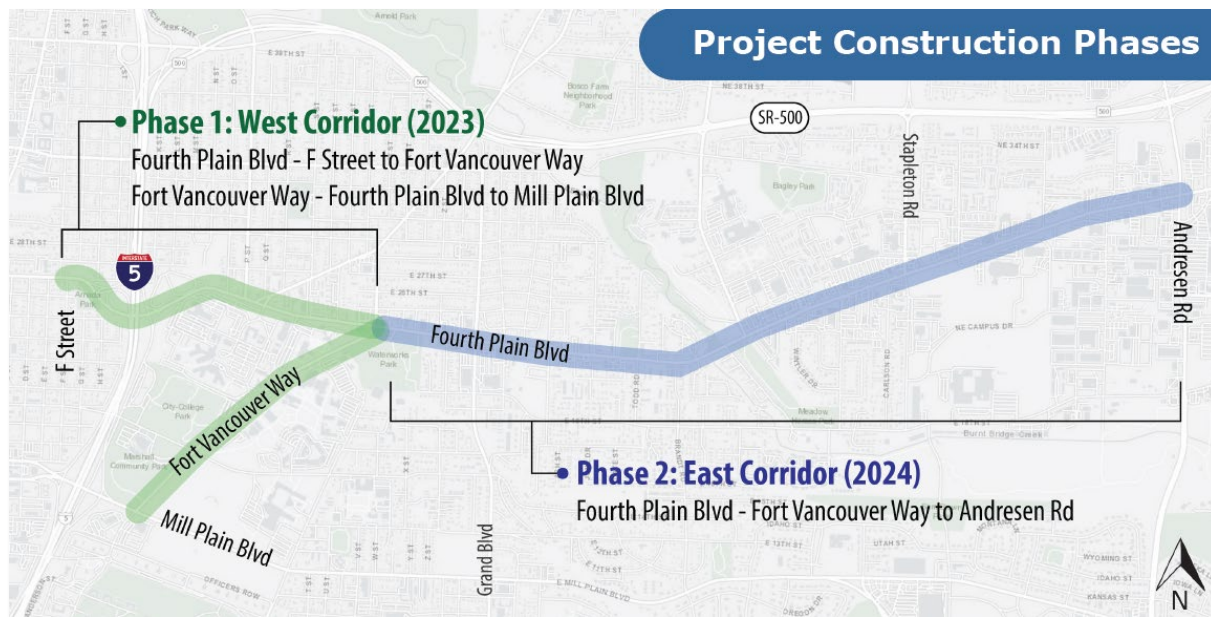
Next Steps

- City staff will continue discussions with TMC, CTRAN, and WSDOT.
- **Will return to TMC and Council to discuss Phase 2 in-depth** (Fourth Plain from Ft. Vancouver Way to Andresen).

Thank You



TO: Transportation and Mobility Commission **HEARING DATE:** 10/4/2022
FROM: Rebecca Kennedy, Deputy Community Development Director; Ryan Farncomb, Parametrix
SUBJECT: Fourth Plain and Ft. Vancouver Way Safety & Mobility Project Phase I Design



Report Date: 10/4/2022
Hearing Date: 10/4/2022
Proposal: Repurpose roadway space to increase safety and mobility for all users on Phase 1 corridors segments- Fourth Plain Blvd between F Street and Ft. Vancouver Way and Fort Vancouver Way between Mill Plain and Fourth Plain
Location: Fourth Plain Boulevard from F Street to Fort Vancouver Way, and on Fort Vancouver Way from Fourth Plain Blvd to Mill Plain Blvd
Proponent: City of Vancouver
City Staff: Rebecca Kennedy, Deputy Director, Community Development, City of Vancouver
Recommendation: Endorse the recommended Phase 1 designs to repurpose a travel lane on Fourth Plain for a two-way cycle track on the south side of the road between F Street & Ft. Vancouver Way; to repurpose the parking lane and outside travel lane on Fort Vancouver Way between Fourth Plain and McLoughlin Blvd to create a Bus Access and Transit (BAT) lane and buffered mobility lane; and to repurpose the outside travel lane on Fort Vancouver Way between McLoughlin and Mill Plain Boulevard to create a buffered mobility lane.

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www.cityofvancouver.us

To request other formats, please contact: Julie Nischik (360) 487-7813 | WA Relay: 711 |
Julie.Nischik@cityofvancouver.us

I. Background

The Fourth Plain and Ft. Vancouver Way Safety and Mobility Project is a Complete Street project focused on reconfiguring the roadway to address one of the most unsafe corridors in the City through a potential roadway repurposing, coinciding with scheduled pavement maintenance. The existing corridor has historically high crash rates and does not provide safe or comfortable facilities for people walking, cycling, using a mobility device, or accessing transit.

Due to the multi-year paving schedule, and the complexity of the corridor, the project is split into two phases. Phase 1 includes Fort Vancouver Way between Mill Plain and Fourth Plain and Fourth Plain Boulevard from F Street to Fort Vancouver Way (2023 paving year). Phase 2 includes Fourth Plain Boulevard from Fort Vancouver Way to Andresen Road (2024 paving year). To meet project schedules for the 2023 paving season, Phase 1 West Corridor roadway design options are moving in advance of the Phase 2 Eastern Corridor.

II. Technical Findings

The team reviewed previous planning work and historical crash data to understand safety and access issues along the corridors. To understand potential impacts from a roadway reconfiguration, the team conducted traffic analysis to understand how changes to roadway vehicle capacity would impact vehicle travel times in current and future conditions.

The analysis used the RTC travel model to understand conditions today and in 2040 under a 'no-change' scenario, while also applying different roadway reconfiguration designs to understand potential outcomes. The analysis found that both Fort Vancouver Way and Fourth Plain Boulevard continue to perform well and meet City mobility standards with a lane reconfiguration. See the Attachment "March 2022 TMC Memo re: Reconfiguration Alternatives" for more information on travel impacts from a roadway reconfiguration.

The Project team also conducted parking utilization studies during both weekdays and on a weekend to assess parking demand in the vicinity of Clark College, at the Marshall Center, and along Fort Vancouver Way. The data collected was augmented with conversations with representatives from Clark College and Marshall Center/City of Vancouver Parks Department staff to understand current and potential future parking demand.

III. Community Engagement

The City and consultant team are engaging the public around two major project milestones. The first engagement round took place in early summer 2022, and gathered input on safety issues and corridor needs, while conversing with the community about the project purposes and goals. Some themes the team heard include:

- Inadequate and unconnected bike lanes do not provide a continuous, safe

- route. Nearly 80% said they felt very uncomfortable bicycling along the street.
- Wide roadway for pedestrians trying to cross. Many report that drivers fail to yield to pedestrians, even in marked and signalized crosswalks
 - Sidewalks in corridor are uncomfortably narrow. Most survey respondents said they felt somewhat or very uncomfortable walking

Respondents indicated that the top three most important evaluation criteria for design options were:

- Safety Improvements for all users (31%)
- Mobility improvements for all users (24%)
- Greenhouse gas reduction benefits (19%)

The second round is taking place from September - October 2022 and involves deeper discussion with the community on potential lane reconfiguration and safety improvements. The project team is sharing lane reconfiguration concepts with the community to identify the ideas that best meet the evaluation framework and community needs. Outreach tactics include tabling and one on one conversations at The Multicultural Fair and the LULAC-Rose event. The team is also holding several in-person focus groups, as well as widely distributing an online open house and survey. The open house, survey, and other outreach materials can be found on the [BeHeard Project webpage](#).

IV. Transportation and Mobility Commission and City Council

In 2022 the project team has met with the TMC four times over the past year (April, May, September, and October) and once in late 2021 to discuss the project goals, traffic analysis and findings, community engagement process and input, and proposed design elements.

On July 11 and October 3 2022 the project team held workshops with City Council to share information related to the traffic and parking analysis, community feedback, and design options for Phase 1.

V. Phase 1 Design Proposal

The project team has developed 'alternatives for Phase 1 that were reviewed by the TMC in early September. The alternatives include different types of roadway treatments to improve conditions for people walking, bicycling, rolling, or using a mobility device. Some treatments also aim to improve transit speed and reliability. The treatments that focus most on improved mobility for people outside of vehicles include traditional mobility lanes, or lanes that are buffered for greater separation from traffic. Facilities that improve transit and create more space for mobility users include business access and transit (BAT) lanes. Both design options would be installed within the existing curb to curb roadway width by repurposing a vehicle travel lane.

Fort Plain Blvd – F Street to Fort Vancouver Way

Only one alternative is being proposed for this section of the roadway due to several factors, including its identification by the Washington Department of Transportation (WSDOT) as a critical safety issue, subsequent WSDOT grant funding allocated to address the issue through a design that limits vehicle and vulnerable road user conflicts through the Interstate 5 interchange, and previous Council direction to proceed with addressing this

critical safety issue. The single alternative under consideration includes a cycle track treatment on Fourth Plain Boulevard from F Street to Ft. Vancouver Way on the south side of the street. This treatment avoids many of the conflict points created by the freeway interchange on and off-ramps, and scores highly on the evaluation criteria compared to the no build design option. In addition, this alternative includes changes to address a lack of mobility facilities between the existing one on Fourth Plain that drops just east of C street and the proposed cycle track that will start at F Street, by extending the existing mobility lane to connect to the new cycle track.

Fort Vancouver Way – Fourth Plain Blvd to McLoughlin

On Fort Vancouver Way, between Fourth Plain and McLoughlin, Alternative 1 repurposes the parking lane as a BAT lane and adds an adjacent buffer to the mobility lane. Currently C-Tran operates bus rapid transit on this segment and it could be extended further south in future years.

Alternative 2 retains parking but moves the mobility lane to be curb tight. In conversations with Clark College, they noted that the transition to hybrid operations has significantly dampened parking demand. The Marshal Center Director and City of Vancouver Interim Parks and Recreation Director also confirmed low utilization on McLoughlin Boulevard, but also noted that demand has been suppressed due to some ballfields being closed. Demand is likely to pick up again, but long-term changes to Clark College operations has significantly reduced demand in the area.

Fort Vancouver Way – McLoughlin to Mill Plain Blvd

Alternative 1 on this segment repurposes the outside travel lanes to add parking that also acts as a buffer to a curb-tight mobility lane. This option adds new parking to a corridor where parking removal is recommended further north, recognizing the regional draw of the ballfields and the accessible playground built all ages and abilities. Alternative 2 includes a mobility-focused design with an extra-wide buffer protecting the mobility lane. The design treatment within the buffer is still to be determined but would likely include vertical elements to prevent driving in the buffered area. At the southern end of the segment, the Project team recommends keeping two lanes for a short time to act as receiving lanes from the double left-turn off Mill Plain, then tapering to the single travel lane with a wide-buffered protected mobility lane. Both design options score relatively highly as compared to the existing design, but Alternative 2 scores higher when considering greenhouse gas reduction and mobility improvements for people walking, using a mobility device, bicycling, or using the bus.

At the September TMC meeting there was significant discussion about the need and value of adding some new on-street parking on the southern segment of Ft. Vancouver Way between Mill Plain and McLoughlin, to increase access to the Marshall Center, the new all ages and abilities Harper's Playground under construction there, and access to nearby ball fields and sports facilities. To assess this, the project team conducted parking utilization studies on both weekdays and weekends, to understand demand for parking in the Marshall Center lots and nearby on-street parking on McLoughlin. The team also talked with the Marshall Center Director and Interim Parks, Recreation and Cultural Services Director to address current and potential future parking needs. Based on the

data collection and insights from the Directors, the team does not believe additional on-street parking is warranted for several reasons:

- Parking utilization rates indicate sufficient supply to accommodate new forecasted demand associated with Parks Facilities.
- On Street parking on the west side of Fort Vancouver Way and south of McLoughlin, while adjacent to the new park and community center, will not have an accessible route to these facilities. In addition, Parks staff have indicated they do not believe this increases access, and also indicated that many ADA-spaces are included in the Marshall lots that will provide direct and accessible access to the facilities.
- On Street parking utilization and nearby lots associated with Clark College and Hudson's Bay High School provide significant additional supply when the area is busy. Clark College staff indicated that in-person attendance is at 30-50% of pre-pandemic levels, and their expectation is that hybrid will continue going forward. Thus, the demand for parking both in their lots and for nearby on-street facilities has significantly decreased.

Renderings of the alternatives are included in the Attachment titled "Presentation: TMC Project Update (October 2022)".

VI. Recommendation

In making a recommendation, staff considered feedback from the TMC in earlier design discussions, public engagement feedback, stakeholder interviews with Clark College and City of Vancouver Parks, Recreation and Cultural Services staff, and analysis of traffic impacts through lane reconfiguration as well as parking utilization studies.

Based on these, the project team recommends the following design options for Phase 1:

- Alternative 1 on Fourth Plain between F Street and Fort Vancouver Way (south side cycle track)
- Alternative 2 on Fort Vancouver Way between McLoughlin and Fourth Plain (remove parking, add BAT lane and buffered mobility lanes)
- Alternative 2 on Fort Vancouver Way south of McLoughlin to Mill Plain (repurpose travel lane for wide-buffered mobility lane on each side. At the Mill Plain intersection, the southbound lane retains the right-turn lane and the northbound lanes will retain two receiving travel lanes that taper to the wide-buffered mobility lane treatment)

Rebecca Kennedy, Deputy Director, Community Development, Rebecca.Kennedy@cityofvancouver.us

Attachments:

- Memo: "Fourth Plain TMC Memo" (December 2021)
- Memo: "TMC Memo re: Reconfiguration Alternatives" (March 2022)

- Memo: "Fourth Plain Final Evaluation Framework" (July 2022)
- Memo: "Fourth Plain TMC Updates" (August 2022)
- Memo: Fourth Plain & Ft. Vancouver Milestone #1 Outreach Summary (August 2022)

MEMORANDUM

DATE: December 21, 2021
TO: City of Vancouver Transportation and Mobility Commission
FROM: Ryan Farncomb and Eddie Montejo, Parametrix
SUBJECT: TMC Requested Information: LOS and Fourth Plain Historical Traffic Trend
CC: Jennifer Campos, City of Vancouver
Rebecca Kennedy, City of Vancouver
PROJECT NAME: Fourth Plain Safety and Mobility Project

This brief memorandum was created as a response to the TMC's request to provide additional information about the use of level of service analysis and historical traffic trends on Fourth Plain Boulevard.

LEVEL OF SERVICE

Level of service (LOS) is a way of measuring how well traffic flows on streets and highways. It is measured in a few different ways. LOS tells us how long people might be waiting at a particular intersection to turn (usually measured as seconds of delay), or how much traffic you might expect to have on your drive home. People generally don't want to wait for a long time to get through intersections (or sit through traffic on their drive home), which is why planners and engineers measure LOS to understand how changes to roads or intersections might make traffic worse or better.

LOS can be reported with letter grades that correspond to how much delay a driver might experience. Intersections are assigned one of six LOS "grades" ranging from "A" to "F", where LOS "A" represents "free flow" conditions and LOS "F" represents the worst conditions (heavy congestion). However, it's important to note that communities often accept a certain amount of traffic and travel delay because it would require a lot of money, more roadway lanes, and more land to achieve "free flow" on every city street. Additionally, LOS only focuses on one mode of transportation – driving – and it's important to consider conditions for people walking, biking, using the bus, or rolling. For these reasons, the City sets standards for roads like Fourth Plain that accept a certain amount of congestion.

The City also uses a measure of "corridor travel speed" to judge how well different City streets are working. For example, on Fourth Plain, the City has generally set a standard of 10 miles per hour (MPH) average in the corridor during the heaviest traffic times, usually in the early evening. For the Fourth Plain Safety and Mobility Project, the City will use this speed standard to understand how roadway changes – like removing a lane in one or both directions to increase safety – will affect congestion and delay for drivers.

FOURTH PLAIN TRAFFIC TRENDS

This section presents information about how traffic levels have changed in the corridor over the last few years. There is limited historic data available and we present changes between 2015 and 2019/2021 below for several

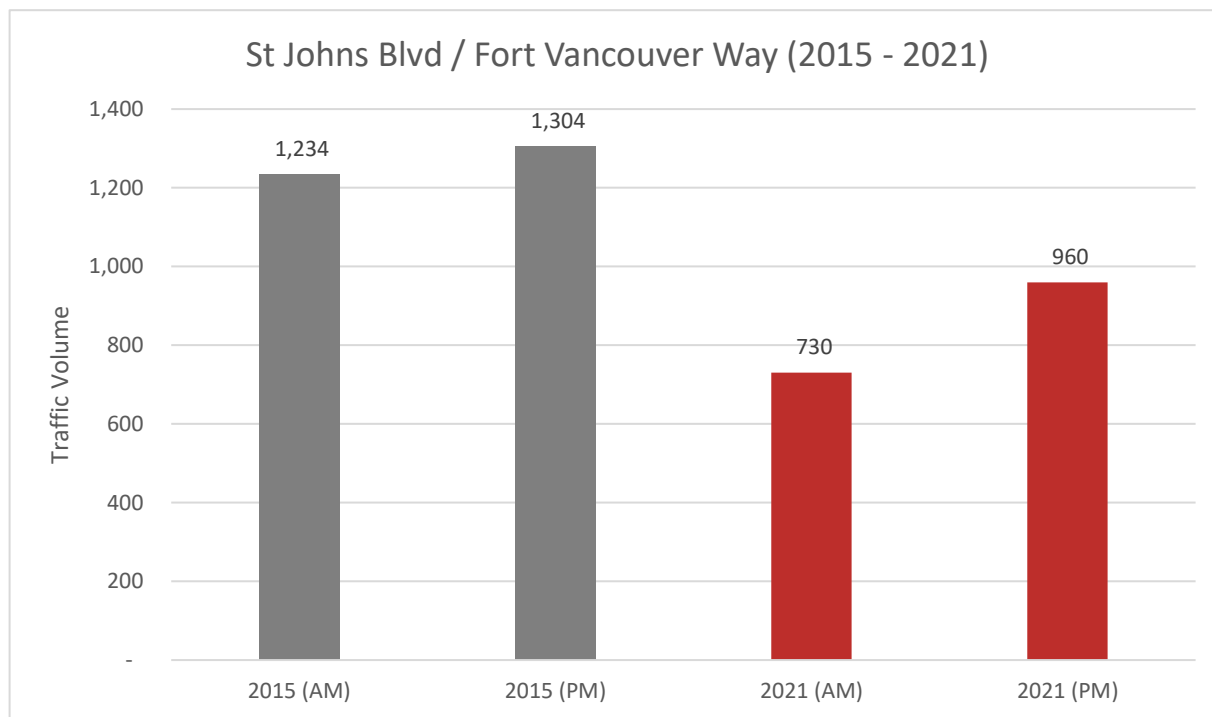
key locations in the corridor. It's important to note that the data available is not comprehensive and we present below some notes on trends based on the limited historic traffic data available.

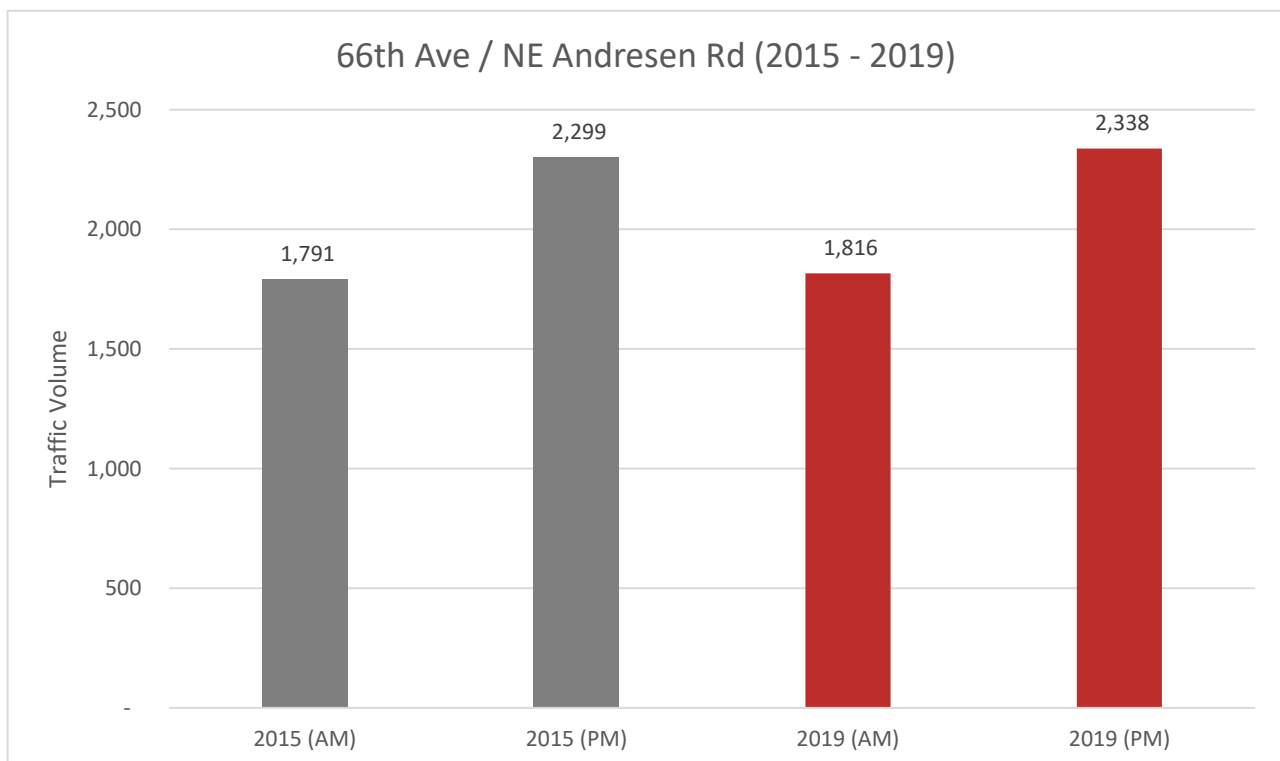
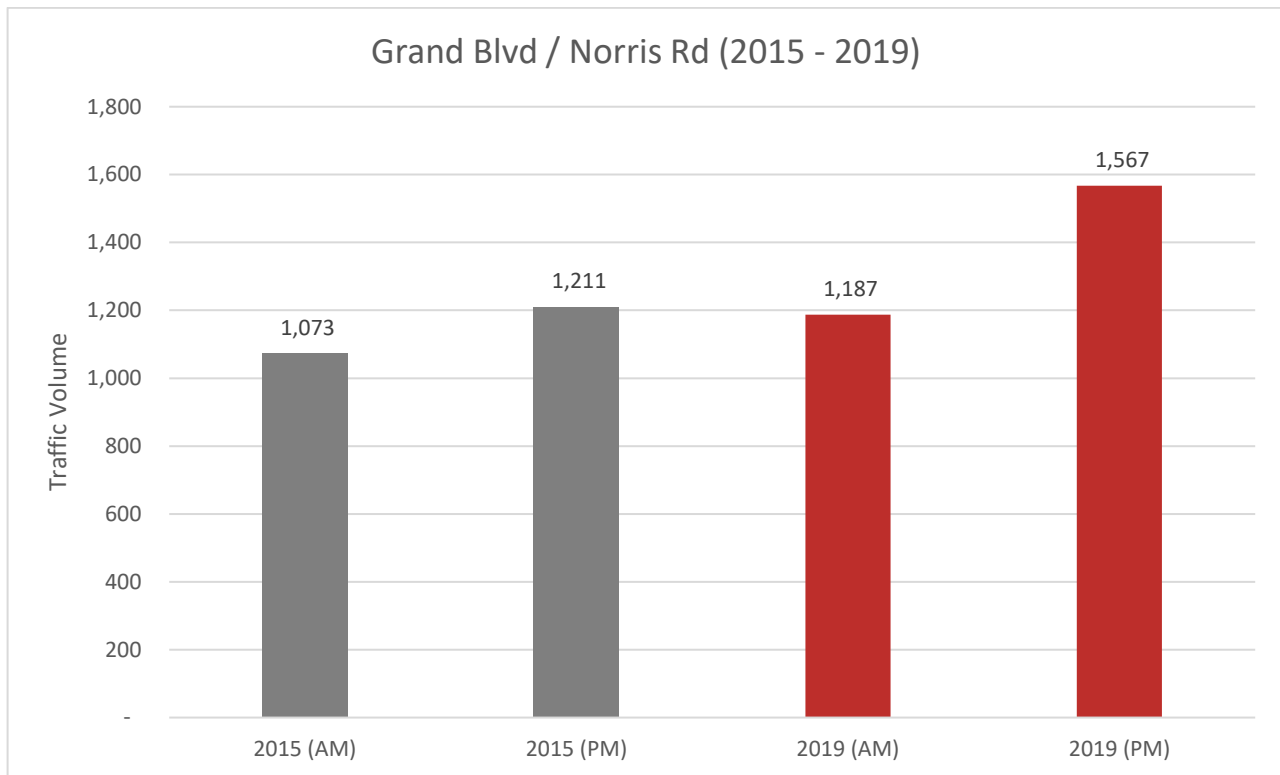
In general, the project team notes the following trends:

- From 2015 to 2019, traffic generally increased in the corridor by a modest amount in the morning (~5 – 10% increase) and higher in the evening (10 – 30% increase).
- From 2019 to 2021, traffic decreased, in some cases by quite a lot. For example, traffic in the west end of the corridor near the intersection with Ft. Vancouver Way decreased by 26% in the morning and 41% in the evening. The team found decreases at most locations compared to the available 2019 data. This decrease in traffic is likely due to continued shifting of traffic from Fourth Plain to the SR 500 corridor (which provides a high-speed alternative route to Fourth Plain) and also reflects pandemic-related decreases in traffic.

Based on past trends and future forecasts, the project team assumes that traffic will grow into the future by about 0.75% per year.

Please find a few example tables below that show changes in traffic at select locations. The first table shows changes between 2015 and 2021, while the other two tables show changes between 2015 and 2019 at two different locations. Again, there is not comprehensive comparison data available, so we present a few select locations in the corridor.





MEMORANDUM

DATE: March 21, 2022
TO: Transportation and Mobility Commission (TMC)
FROM: Ryan Farncomb & Nadine Appenbrink, Parametrix
SUBJECT: Fourth Plain Safety and Mobility Project Update – Reconfiguration Alternatives
CC: Jennifer Campos, Principal Planner; Rebecca Kennedy, Deputy Director; Community Development Department, City of Vancouver

Introduction

The Fourth Plain Safety and Mobility Project is looking at ways to make Fourth Plain between Main Street and NE Andresen Road safer for everyone, including for people who drive, walk, ride a bike, use a mobility device, or ride the bus. This project will look at how to use the existing road space to make this corridor safer, which could include changing the number of lanes for driving to make more room for people walking, biking, or using the bus.

Since the last time we discussed this project with the TMC in December of 2021, the project team has been testing different “lane reconfiguration” ideas to understand how changing the number of driving lanes might affect congestion and safety in the corridor.

What is a “lane reconfiguration”?

A lane reconfiguration re-allocates roadway space, usually by removing travel lanes for cars and repurposing the lane space for people walking, riding bikes, buses, or trucks. They have been used by many cities including Vancouver to create more space for other roadway users. They are proven through research to increase safety for everyone who uses the road by slowing traffic and reducing conflict points between cars and other road users. Lane reconfigurations are very cost-effective compared to other actions that address safety and mobility.

Overview of the Reconfiguration Analysis

The team is using modeling tools to evaluate how traffic might change on Fourth Plain, as well as how traffic might change on nearby roads and highways if a travel lane was repurposed along a portion or all of Fourth Plain between F Street and Andresen Road. Overall, our modeling shows that a majority of drivers would continue driving on Fourth Plain in the same way they did before a travel lane was repurposed. However, there would be less overall driving in the corridor under the lane reconfiguration scenarios the team looked at. This is because people change their behavior in one of five ways when a travel lane is repurposed. They may:

- Change the route they drive on. For example, they may use SR-500 instead of Fourth Plain.
- Change the time of day they travel.
- Change the way they travel – such as using the bus or riding a bike instead of driving.
- Change their destination. For example, they may go to a different grocery store.
- Choose not to make the trip at all (although this is the least likely).

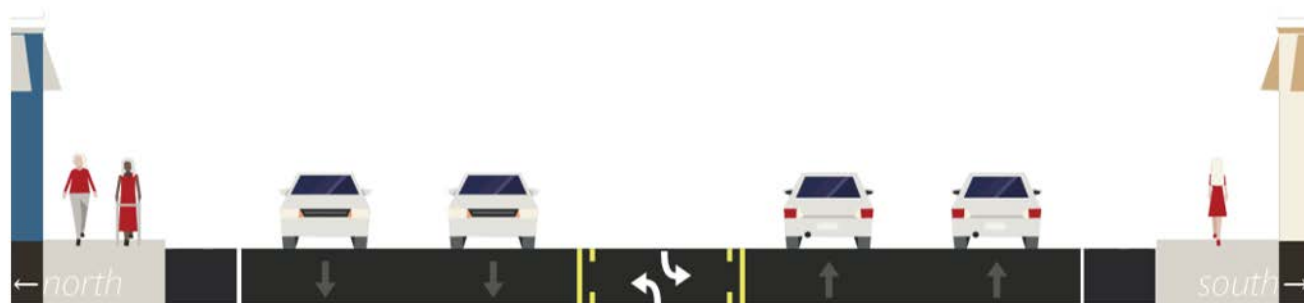
The project team looked at modeled traffic in the year 2040 to understand how traffic is likely to be if there are no roadway changes in the corridor between now and 2040 (called a “No Build” scenario) and compared that to traffic if a travel lane was repurposed, testing several different alternatives. The project team wanted to answer the following questions:

- What would traffic look like in 2040 if we repurposed a travel lane in both directions and if different extents were considered?
- Would the amount of traffic meet City standards for keeping drivers moving on Fourth Plain?
- How does traffic with a travel lane repurposed compare to keeping Fourth Plain the same as it is today?

The answers to these questions help us understand whether a lane reconfiguration would affect drivers in a major way. This information will also help us discuss lane reconfiguration tradeoffs with the public and stakeholders: whether potential impacts to drivers are worth the benefits of increased safety and mobility for all roadway users.

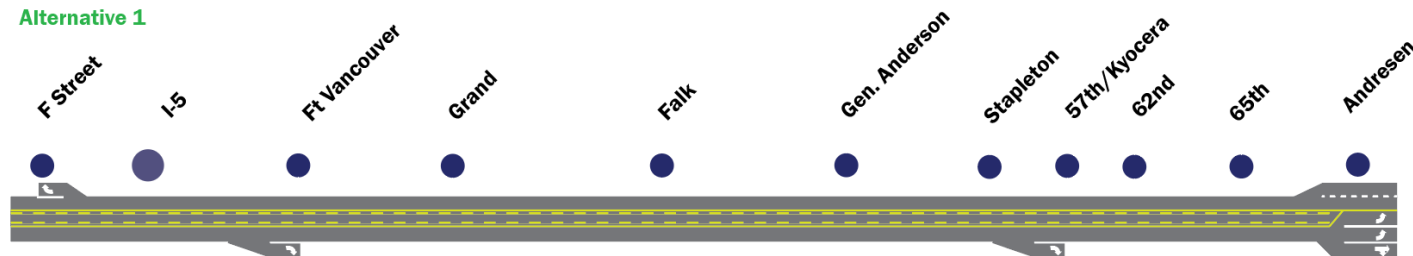
What lane reconfiguration ideas were tested?

Fourth Plain today in the study area generally has two travel lanes in each direction and a center turn lane. The figure below shows a typical section of Fourth Plain.

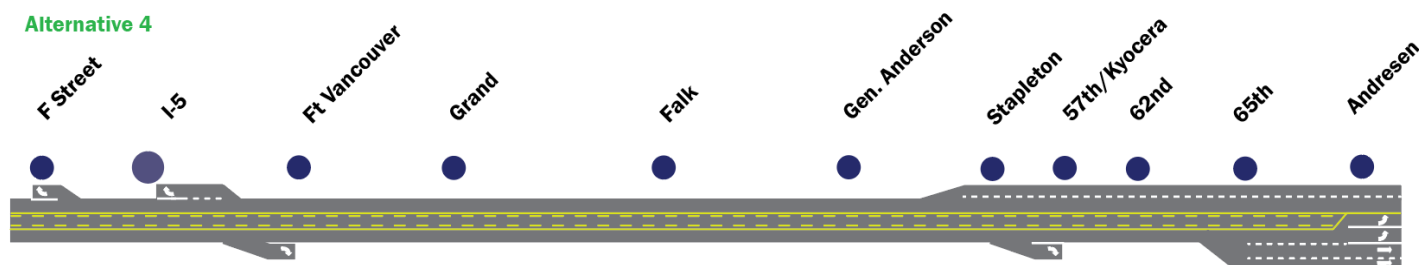


The project team analyzed several lane reconfiguration ideas, two of which are shown below. **Alternative 1** would repurpose a travel lane in each direction between F Street and Andresen in most of the corridor. **Alternative 4** repurposes a travel lane in each direction for most of the corridor but keeps both travel lanes westbound between Andresen and Stapleton and eastbound between 65th and Andresen. This addresses potential traffic issues shown in the modeling under Alternative 1. Both alternatives would maintain left turn lanes throughout the Fourth Plain corridor.

Alternative 1



Alternative 4



It's important to note that models aren't perfect. For that reason, the project team tested several higher and lower traffic assumptions to get a range of likely traffic outcomes for each lane reconfiguration alternative.

Key findings

The City looks at several criteria to understand how well drivers travel. The table below shows how each alternative would perform in the year 2040 based on the modeling. We also provide info about the existing conditions and “No Build” driving conditions for 2040 as a point of comparison (the No Build assumes that the corridor stays the same as it is today). Intersection delay is measured by Level of Service (LOS). LOS considers how long people driving have to wait at intersections on a scale from “A” (free flow) to “F” (gridlock). LOS D or E is usually considered acceptable amounts of delay during peak travel times (morning and evening rush hour). Additionally, the City has standards for how quickly people driving should be able to travel through the corridor. Generally, an average speed (both eastbound and westbound) of about 12 MPH is the minimum standard.

Overall, a lane reconfiguration that repurposes a travel lane in each direction is likely to work well from a traffic standpoint.

Table 1. Corridor Traffic Performance

	Existing Conditions	2040 “No Build”	2040 Alternative 1	2040 Alternative 4
<i>Description</i>	The corridor today without any changes	Future traffic performance assuming the corridor stays the same as today	Repurpose one travel lane each direction from F Street to Andresen	Repurpose one travel lane EASTBOUND between F Street and 65 th and WESTBOUND between Stapleton and F Street
<i>Intersection Delay</i>	Performs acceptably for the most part (most intersections between LOS “A” and “D”)	Performs acceptably and fairly similar to Existing Conditions	Lots of delay at the I-5 northbound on-ramp, as well as a couple of unsignalized side streets	Very similar to “No Build”
<i>Corridor average speed during MORNING peak hour (7:30 – 8:30 AM)</i>	Eastbound: 24 MPH Westbound: 24 MPH	Eastbound: 23 MPH Westbound: 23 MPH	Eastbound: 23 MPH Westbound: 22 MPH	Eastbound: 24 MPH Westbound: 23 MPH
<i>Corridor average speed during EVENING peak hour (4:00 – 5:00 PM)</i>	Eastbound: 23 MPH Westbound: 22 MPH	Eastbound: 22 MPH Westbound: 21 MPH	Eastbound: 17 MPH Westbound: 16 MPH	Eastbound: 22 MPH Westbound: 21 MPH
<i>Average time to drive through the corridor in the EVENING peak hour</i>	Eastbound: ~10 minutes Westbound: ~9.5 minutes	Eastbound: ~9.5 minutes Westbound: ~10 minutes	Eastbound: ~12 minutes Westbound: ~13 minutes	Eastbound: ~9.5 minutes Westbound: ~10 minutes

Diversion

Another potential impact we looked at is *diversion*. Diversion occurs when drivers choose alternative routes on nearby streets to travel to avoid traffic, and this rerouted traffic can impact neighborhood road traffic and safety. With a travel lane repurposed from Fourth Plain, some drivers would likely choose a different route like 18th Street, Mill Plain, or SR-500. The project team looked at likely diversions for each of the alternatives. For the most part, changes in traffic on other roads and highways near Fourth Plain were fairly minor. If diversion were to occur on nearby streets, the City could implement changes to traffic signal timing or other traffic calming to address diversion.

Next steps

From a technical standpoint, repurposing travel lanes from Fourth Plain would likely result in acceptable changes in traffic: Alternative 4 results in delay that is similar to No Build conditions, and average driver speeds and driving time

are also very similar to No Build. This opens up the possibility of using that extra roadway space for people walking, riding bikes, or for dedicated space for buses, and to increase safety for all users in the corridor. The project team and City are working to coordinate the next phase of this project, which will include further conversation with the TMC, the public, and the corridor community about goals for these potential changes. The project team will talk about the pros and cons of the lane reconfiguration with the community to understand how Fourth Plain can best serve everyone who lives, works, shops, recreates, goes to school, or otherwise uses the corridor.

TECHNICAL MEMORANDUM

DATE: July 13, 2022
TO: City of Vancouver
FROM: Ryan Farncomb
SUBJECT: Revised Evaluation Framework
PROJECT NAME: Fourth Plain and Ft. Vancouver Way Safety and Mobility Projects

This Evaluation Framework will be used to assess lane configuration/reconfiguration alternatives and other safety or mobility improvements to the Fourth Plain and Fort Vancouver Way corridors. This is an initial framework that will be reviewed with the public during the first phase of outreach and refined based on feedback. The corridor community will both (1) inform this framework and (2) provide input on the alternatives later in this process that directly informs the selection of the preferred alternatives. This initial framework is informed by the findings and goals from prior studies and plans, including the Transportation System Safety Analysis (TSSA), Fourth Plain Forward Pedestrian Safety and Access Implementation Strategy, the Fourth Plain Forward Action Plan, City's Complete Streets Policy, and ongoing Vancouver Moves projects.

Finally, this framework will be used to evaluate alternatives for both the Fourth Plain and Fort Vancouver Way projects.

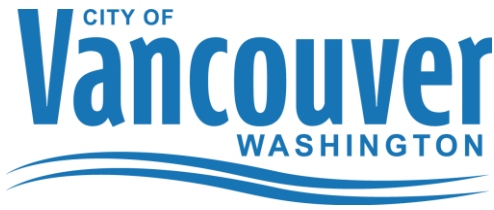
Evaluation Framework

Criteria	Questions the team will ask	How will we measure it?
Mobility improvement for people walking, using a mobility device, bicycling, or using the bus	Does the alternative make it more comfortable and easier for people to walk, roll, bike, use a mobility device or use the bus?	Alternative applies known best practices for increasing comfort and mobility for people walking, using a mobility device, bicycling, or using the bus.
	Does the alternative avoid serious negative impacts to freight and personal vehicle travel in the corridor?	Alternative maintains or improves transit travel time reliability.
		Alternative would meet traffic mobility standards on Fourth Plain.
		Alternative minimizes diversion to local streets or diversion is mitigatable.
Safety improvement for all users of the corridor, including people walking, using a mobility device, bicycling, driving, or using the bus	Does the alternative make it safer for people to walk, roll, bike, or use the bus?	Alternative provides greatest safety benefits (based on literature review and safety countermeasure performance) relative to implementation cost.
	Does the alternative make it safer for people driving?	Alternative would improve safety for people driving by applying known safety countermeasures.
Greenhouse gas (GHG) reduction benefits	Does the alternative support the City's goals to reduce GHG emissions?	Degree to which alternative supports mode shift, based on results from regional travel model.

Criteria	Questions the team will ask	How will we measure it?
Equitable outcomes	Does the alternative provide benefits or mitigate burdens to equity populations (see below) specifically?	Direct benefit (reduced transportation costs) or reduced burden to identified equity populations living or working within the corridor (within ¼ mile of both streets).
Access to businesses, jobs, services, parks and recreation, and educational opportunities	Does the alternative increase access to essential places as identified in the City's equity atlas? Does the alternative increase access to businesses for people walking, using a mobility device, riding a bike, or using the bus?	Degree to which alternative support increased access to businesses and services, based on improvements in transportation safety and comfort for all users in the corridor.

Based on the discussion in the *Fourth Plain Public Engagement Plan* and the City's *Equity Index*, this evaluation framework defines equity populations as:

- People who have low-incomes
- People who belong to a racial or ethnic minority group
- Households that speak English less than "very well", including Spanish, Chuukese, Vietnamese, and Russian speaking communities along the corridor
- People living with a disability, including those who use mobility devices and people with low vision and/or hearing
- Households without access to a personal vehicle, who depend on public transportation, walking, using a mobility device, or bicycling to meet their daily needs
- Households with children
- Other equity populations that have been historically underserved by transportation investments, including people of color, homeless and/or houseless individuals, youth (<18), older adults (65+), LGBTQ communities, refugees, persons who are unemployed or experiencing financial hardship, and people with limited access to economic opportunities (for reasons such as immigration status, educational attainment, disability, health limitations, or otherwise)
- People who rent their home



MEMORANDUM

DATE: August 28, 2022

TO: Chair Ramos and Transportation and Mobility Commission members

FROM: Rebecca Kennedy, Emily Benoit, Community Development Department; Ryan Farncomb, Parametrix

RE: Fourth Plain and Ft. Vancouver Way Traffic Safety and Mobility Projects - Update

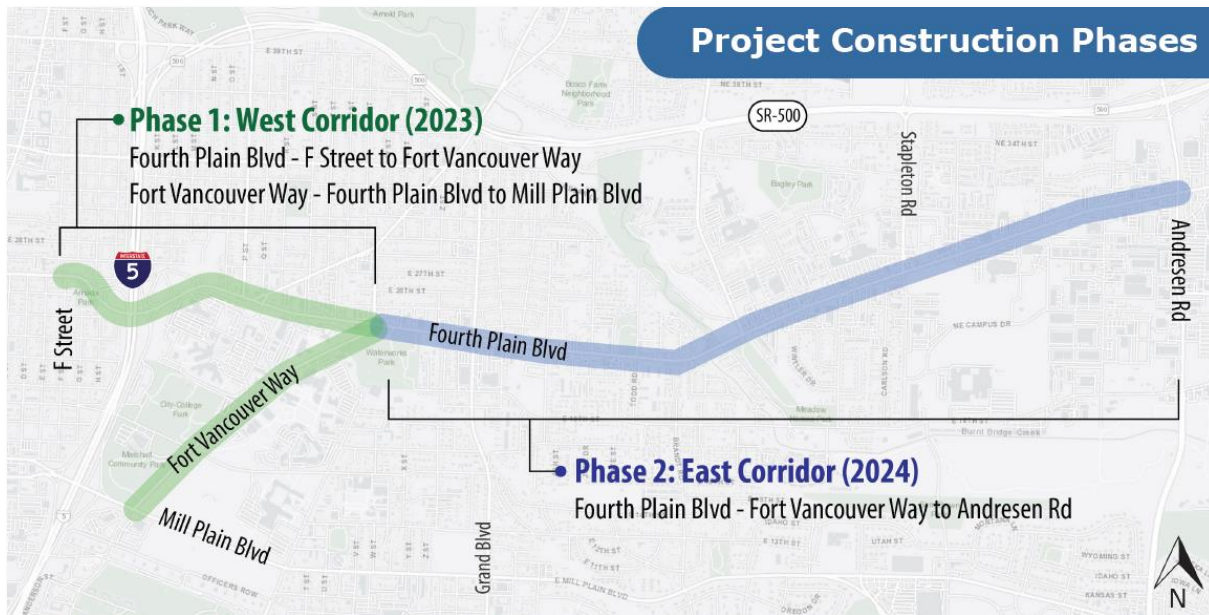
Introduction

The City is advancing two important projects that help implement the City's Complete Streets Policy: The Fourth Plain and Fort Vancouver Way Safety and Mobility Studies. These two corridors have historically high crash rates and do not provide safe or comfortable facilities for people walking, cycling, using a mobility device, or accessing transit. These projects will look at new ways to use the existing road space to make this corridor safer, which could include changing the number of lanes for driving to make more room for people biking, walking, or using the bus as well as other safety improvements such as better crossings. Improvements in both corridors are anticipated to be implemented as part of repaving projects in 2023 and 2024. Some improvements may not be able to be implemented with the paving projects and would occur as part of future corridor investments. The figure below shows the project limits and expected construction phasing.

Fourth Plain and Ft. Vancouver Way Traffic Safety and Mobility Projects - Update

August 28, 2022

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Work completed since last project discussion with TMC in June 2022

- Held outreach in June and July, including in-person and online methods. Please see the separate “Outreach Milestone #1 Public Involvement Summary” for details on the activities and feedback received.
- Developed initial “alternatives” for the Fourth Plain and Ft. Vancouver corridors. “Alternatives” are different lane reconfiguration approaches that address needs and issues, and that consider constraints and tradeoffs in the corridor.
- Coordinated with WSDOT, CTRAN, and RTC on the projects to keep all parties informed and hear feedback on alternatives.
- Held a workshop with the City Council in July to update the Council on progress to-date and hear feedback.

Public Engagement

The goal of outreach is to not just inform the community, but to engage the corridor communities directly in decision-making about changes to the corridors. There are two main outreach milestones:

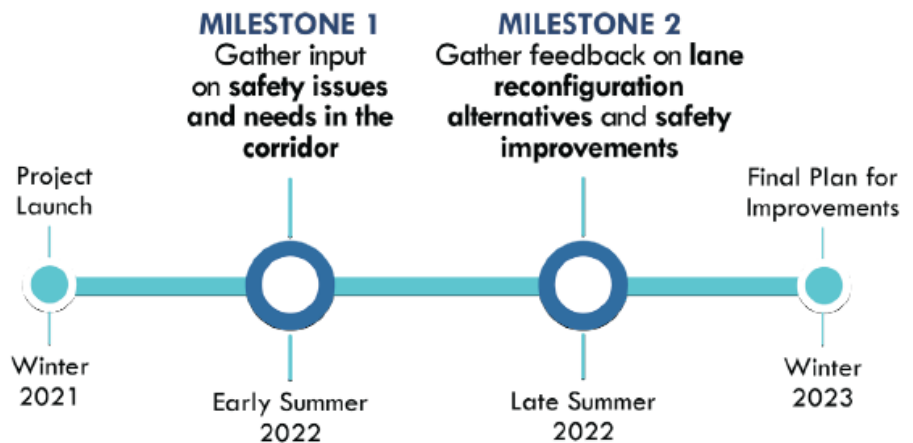
Fourth Plain and Ft. Vancouver Way Traffic Safety and Mobility Projects - Update

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Milestone 1, occurred in May and June 2022 and were primarily intended to inform the community about the project and its purpose and goals, and hear feedback on needs and issues.

Milestone 2, in September 2022, will involve deeper discussions with the community on potential lane reconfiguration options and safety improvements. The project team is sharing lane reconfiguration concepts with the community to identify the ideas that best meet the evaluation framework and community needs.



Alternatives & Analysis

The project team has developed alternatives for the Fourth Plain and Fort Vancouver corridors. These alternatives will be reviewed with the TMC on September 6th, 2022. The alternatives reflect prior feedback received from community and agency stakeholders, and reflect technical analysis conducted previously. After the TMC has reviewed alternatives and community outreach is complete at the end of September 2022, City staff will evaluate and recommend a preferred alternative for the Fourth Plain and Fort Vancouver corridors for review by the City the TMC and City Council in early October. The evaluation framework previously reviewed by the TMC will serve as the main evaluation tool in combination with stakeholder feedback.

It is important to note that any lane reconfiguration alternatives selected must reflect constraints in the corridor which in some cases may lead toward selecting one alternative over another. The primary constraints are the width of the existing corridor (from curb to curb) and agreements that CTRAN has with the Federal Transit Administration which specify how The Vine BRT system must operate in the corridor.

It is important to note also that the lane reconfiguration alternatives would address many corridor needs, but not all needs identified. The project team has been keeping track of other issues and concerns from community input that may be addressed through other funding programs. These other needs include;

- Corridor beautification/streetscape enhancements (landscaping, public art, wayfinding, street trees)
- Additional marked crossings. The City is already funding two new improved crossings at Fourth Plain Blvd at Neals Lane and just east of Fort Vancouver Way
- Sidewalk widening
- Improved streetlighting

Fourth Plain and Ft. Vancouver Way Traffic Safety and Mobility Projects - Update

August 28, 2022

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- Traffic calming on Fourth Plain Blvd
- Traffic calming on nearby routes to address potential traffic diversion. The project team has conducted traffic modeling which shows relatively minor traffic diversion risks on streets close to Fourth Plain Blvd and Fort Vancouver Way. The City will evaluate conditions post-implementation to determine if additional tools are needed to address diversion.

TECHNICAL MEMORANDUM

DATE: August 23, 2022
TO: Rebecca Kennedy, Emily Benoit, William Cooley, City of Vancouver
FROM: Kayla Dunn, Monica Santos-Pinacho, PointNorth Consulting
Eddie Montejo, Parametrix
SUBJECT: Milestone 1 Direct Outreach Summary – **Final** Report
PROJECT NAME: Fourth Plain and Fort Vancouver Way Safety and Mobility Project

OVERVIEW

The City of Vancouver is studying ways to improve safety, mobility, and comfort on both Fourth Plain (from F Street east to Andresen) and Fort Vancouver Way (from Fourth Plain to Mill Plain). This project will look at ways to make these streets safer for all users regardless of how they choose to travel.

The public outreach team is planning and conducting ongoing direct outreach activities to share information and solicit feedback regarding lane reconfiguration alternatives in the Fourth Plain Boulevard and Fort Vancouver Way corridors under the City's Vancouver Moves Complete Streets Projects. Community engagement will be conducted in two milestones: Milestone 1 outreach activities began in May 2022 and will conclude when Milestone 2 starts in August 2022.

Community feedback received through direct outreach activities in Milestone 1 has been collected, analyzed, and summarized in this report.

Objectives

- Share information with community members and stakeholders about upcoming option for lane reconfiguration under consideration by City of Vancouver
- Encourage community members to provide feedback about their priorities through the following engagement opportunities:
 - Online survey
 - Online open house
 - Stakeholder meeting
- Build rapport with stakeholders for future engagement happening later this year

OUTREACH SUMMARY

Methods

- **Project Flyer:** A project flyer summarizing general information about the project was developed in English, Spanish, Vietnamese, Chuukese and Russian. The flyer also invited community members to visit and stay engaged via the project BeHeard site, Online Open House, and survey.
- **Canvassing:** The team conducted in-person visits along the corridor to engage directly with residents at businesses, organizations, and apartment buildings identified as priority stakeholders.

- **Phone and email outreach:** The team contacted 38 priority-identified stakeholders to introduce the project, share information, and offer stakeholder meetings for deeper dives on project scope and timeline.
- **Tabling:** The team hosted an informational table at two public spaces to share details about the project, ask for community member feedback, and build rapport for future engagement.
- **1:1 Stakeholder meetings:** The team held meetings with two stakeholder organizations interested in receiving a detailed project briefing, providing detailed feedback and expressing interest in participating in a future focus group.
- **Neighborhood association meetings:** The team attended 5 neighborhood association meetings along the corridor in June 2022 to share information about the project and ask for community member feedback.
- **BeHeard Website and Survey:** beheardvancouver.org/fourth-plain-fort-vancouver-mobility was published to share general project information with the public and to gather ongoing community feedback. *Survey #1: Safety Issues and Corridor Needs* was published in English and Spanish on the BeHeard website in May 2022. As of this writing, over 800 community members have visited the BeHeard site and 77 participants submitted a survey.
- **Online Open House and Survey:** In May, an online open house was also published at storymaps.arcgis.com/stories/ to share interactive project information with the general public. The site also provided an alternative way to submit *Survey #1*. As of this writing, more than 250 people visited the online open house and 18 submitted a survey.
- **Social Media and Advertisements:** Social media advertisements on Facebook, NextDoor, Instagram, and Reddit were used to help drive community members to the BeHeard site. Social media accounted for approximately 35% of all traffic sources to the BeHeard site.

Direct Engagement Activities

An overview of the direct engagement activities conducted between May and July 2022 are summarized in Table 1 below.

Table 1. Milestone 1 Direct Engagement Activities Summary - May - July 2022

ACTIVITY	DATES	LOCATION / GROUP	TOTAL REACHED
Tabling	May 21	Downtown Vancouver Farmers Market	120+
	May 31	Clark College campus	
	July 9	LULAC Grows Mercado	
Canvassing	May 24	West project corridor (F Street to Ft. Vancouver Way) – Ft Vancouver Way (Fourth Plain to Mill Plain)	44
	May 26, 27	East project corridor (Fort Vancouver to Andresen)	
	June 23		
Phone and email outreach	June 1-30	Priority identified stakeholders including: • BIPOC-owned businesses • Transportation & mobility organizations • Residential apartment complexes • Community-based organizations • Social services providers	38

1:1 Stakeholder meetings	June 22	Recovery Café Clark County The Marshall Center	2
Neighborhood Association Meetings	June 2 – June 29	• Shumway, June 2 • Arnada, June 9 • Maplewood, June 16 • Rose Village, June 28 • Fourth Plain Village, June 29	5
BeHeard Website	Launched May 18	Online	800+ visitors
Online Open House	Launched May 18	Online	250+ visitors
Survey #1	May 18 – July 15	Online via BeHeard page and Online Open House	95 surveys

THEMES AND FINDINGS

The following sections detail the themes and findings of both in-person and online outreach done as part of Milestone #1 (Summer 2022).

In Person Outreach

Questions

The outreach team prioritized asking the following three questions during each engagement effort with members of the community:

- What has been your experience traveling along Fourth Plain Blvd or Fort Vancouver Way?
- Are there any intersections on these streets where crossing feels dangerous? If so, where?
- How would you like to see these streets improved?

Themes and Feedback

- **Strong desire to address dangerous travel experience in the corridor.** Travelers in this area feel that speed, congestion, and aggressive traffic create a highly dangerous experience when travelling on these streets, regardless of mode choice. There is a strong desire in the community to address these problems, which include:
 - Crosswalks are not trustworthy because drivers disregard crosswalk
 - Sidewalks are too narrow to be a barrier from speeding vehicles
 - Not enough street lighting
 - Long travel times through Fourth Plain due to congestion, leading to poor driving behavior and more accidents
 - “There is a lot of death on Fourth Plain Boulevard.”
 - Enforcement is needed to address speeding and dangerous crosswalk violations
 - Drivers drive through red lights; very dangerous for children in the community
 - “We need ways to ensure safety for our children.”



- **Residents and commuters alike believe it is not a bike-friendly area.** This area is not perceived as bike-friendly due to lack of bicycle infrastructure. Most people expressed that they would never consider riding a bike on the current configuration of these streets. Some of the most common reasons noted include:
 - Bicyclists use the sidewalks because the road feels unsafe
 - Lack of protection from speeding vehicles
 - Existing bike lanes are insufficient
- **Overall unwelcoming perception of the area from travelers.** The atmosphere of the area feels unwelcoming to travelers due to the poor condition of buildings and lack of greenery.
 - Buildings look abandoned and uncared for
 - Nothing pleasant to look at as a pedestrian
 - “Please make this area worth walking through.”
 - Difficult to find waste or recycling bins so garbage is in the streets
 - Not enough lighting on streets
- **Safety is a key concern in certain areas of the corridor.** There are several intersections and locations in the project area where crossing feels unsafe. Most community members expressed a strong desire for pedestrian safety improvements and reduced vehicle speeds. Several also expressed a strong desire for improved traffic control at intersections and specified the following locations as problematic:
 - Andresen & Fourth Plain Blvd
 - Todd & Fourth Plain Blvd
 - Neals & Fourth Plain Blvd
 - Norris & Fourth Plain Blvd
 - Fairmount & Fourth Plain Blvd
 - Grand & Fourth Plain Blvd
 - Fort Vancouver Way & Fourth Plain Blvd intersection
- **Concern with “lane reconfiguration” language.** Some people expressed concern about the term “lane reconfiguration” and a desire to learn more about what that may look like on these streets specifically. Of this group, some expressed opposition to the idea of reducing the number of lanes, opining:
 - “There’s way too much traffic here to handle fewer lanes.”
 - “Do not do a road diet – it would jam up traffic and be a very bad idea.”
 - “Fewer lanes would never work in this area.”
- **Perceived lack of investment in the area keeps people away and unengaged.** Some people expressed strong negative feelings about the City’s level of responsiveness to non-traffic safety issues in this area. Of this group, many people cited an unwillingness to discuss traffic solutions until the City first addresses safety issues related to crime, houselessness, and a perceived lack of law enforcement response in this area.
 - “There is so much crime and houseless activities in this area. I avoid Fourth Plain at all costs.”
 - “Feels like the City does not care about us.”
 - “I try not to use this road because it is stressful.”
 - More law enforcement is needed day and night to respond to calls regarding crime and address street racing

Online Outreach

Questions

The online survey asked participants to share how they typically travel along Fourth Plain Blvd and Fort Vancouver Way, safety issues along these corridors, and to weigh in on the project evaluation criteria. The questions were:

- Are there intersections along Fourth Plain Blvd or Fort Vancouver Way where crossing the street feels dangerous? If so, where? List any places on these streets where crossing the street feels dangerous
- What has been your experience traveling along these streets?
- Do you have any ideas for improving these streets?
- How comfortable do you feel walking on Fourth Plain and Fort Vancouver Way?
- How safe do you feel walking or biking these streets to access transit?
- Which of the following are ways do you travel on Fourth Plain and Fort Vancouver Way? (Drive, Walk, Ride a Bike, Transit, Other)
 - If you checked multiple options above, what is the main way that you travel these streets?
- How often do you travel these streets?
- Any other thoughts?
- Are these the right evaluation criteria for assessing potential safety and mobility improvements on Fourth Plain Blvd and Fort Vancouver Way?
- Which of the evaluation criteria are most important to you? Select the top three (3) evaluation criteria that are most important to you.

Themes and Feedback

- **Most people feel unsafe walking and biking along Fourth Plain Blvd and Fort Vancouver Way.** Most respondents were either somewhat uncomfortable (30%) or very uncomfortable (47%) walking these streets. Approximately 80% of respondents said they felt very uncomfortable bicycling along these streets.
- **Most people feel unsafe walking and bicycling to access transit in the corridor.** Survey respondents shared they felt somewhat uncomfortable (45%) or very uncomfortable (33%) walking and bicycling on Fourth Plain Blvd and Fort Vancouver Way to access transit.
- **Generally, only 1 out of every 5 respondents feels safe** walking, biking, or accessing transit along Fourth Plain Blvd or Fort Vancouver Way.
- **Most people drive, but a significant amount of people walk along these streets.** Although most respondents (36%) primarily drive along these streets, 29% said they walk, 21% said they ride a bike, and 14% of respondents said they rode transit.
- **Most survey respondents (74%) agree that the draft evaluation criteria are right for assessing safety and mobility improvements along these streets.** Respondents indicated the top three (3) most important evaluation criteria as:
 1. Safety Improvements for all users (31%)
 2. Mobility improvements for all users (24%)
 3. Greenhouse gas reduction benefits (19%)

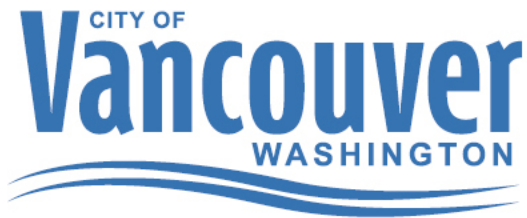
A summary of the individual survey responses is provided as Appendix A.

WHAT'S NEXT

The project team will use this feedback to inform design options that address the needs of the community. The options will be shared with the community during Milestone 2 of public engagement activities later this summer/early this fall as the project team steps back out into the community to solicit actionable feedback and preferences on lane reconfiguration options.

SE 34th Street Safety & Mobility Project

Transportation and Mobility Commission Public Hearing
October 4, 2022



Emily Benoit

Senior Transportation Planner
Community Development

Kara Hall

Associate
Fehr & Peers

Agenda

- Project Overview and Goals
- Technical Findings
- Community Engagement
- Proposed Design
- Recommendation
- Next Steps

Purpose & Outcome

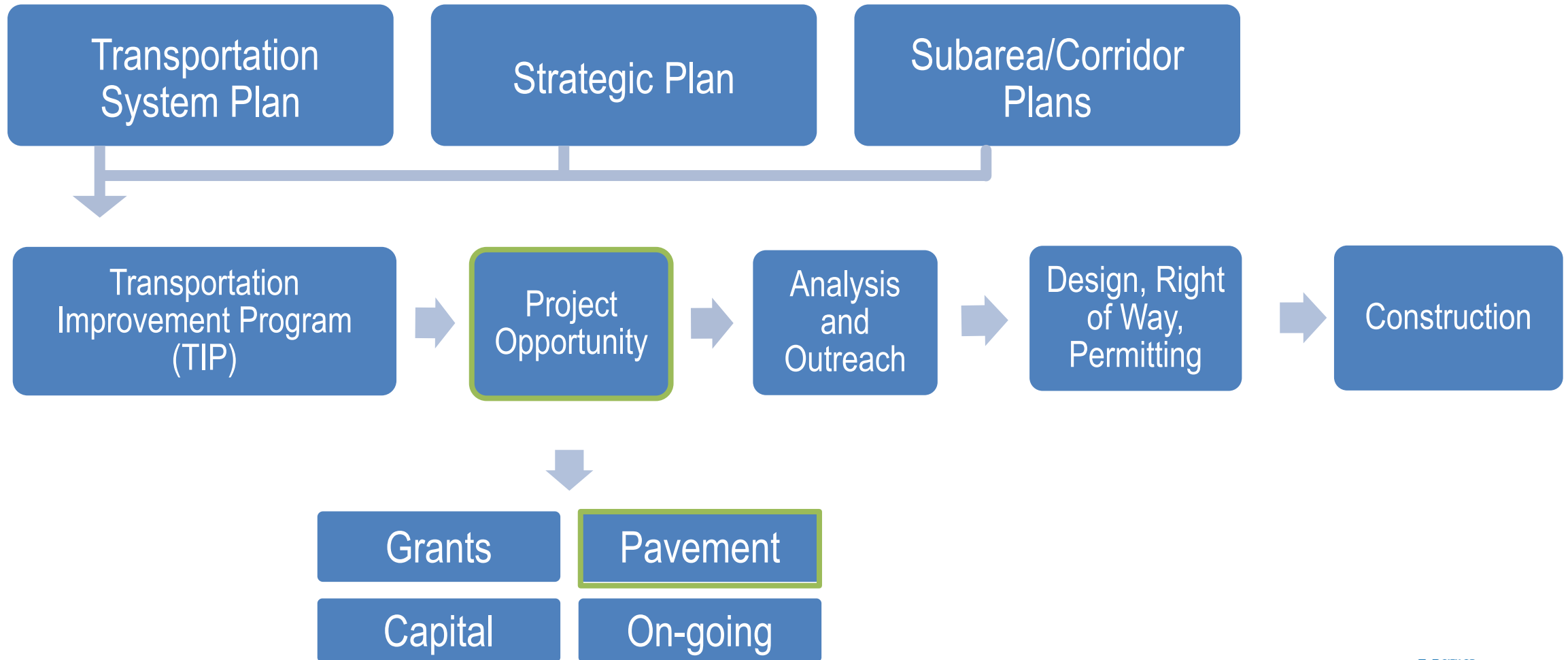
Purpose

- Share how the proposed design advances the project goals.
- Share what the community has shared so far and ongoing engagement opportunities.
- Present the proposed design and recommended safety features.

Target Outcome

- The TMC recommends the proposed design for the SE 34th Street Safety & Mobility Project to City Council.

Project Development Pipeline

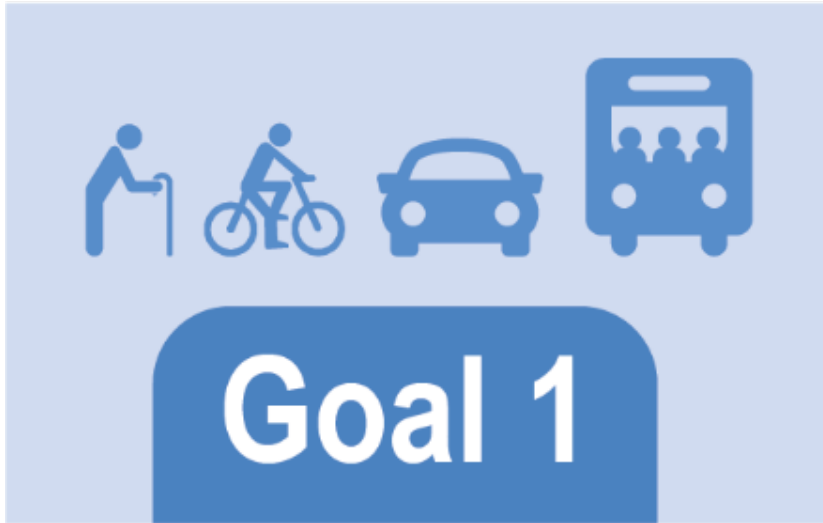


TMC & City Council

2022

- FEB —○ TMC review of project goals & priorities
- APR —○ TMC review of existing conditions including collision history, infrastructure gaps & traffic analysis
- JUL —○ TMC review of tradeoffs associated with repurposing a travel lane & design opportunities
- AUG —○ Council review of project goals & priorities, existing conditions, community engagement, technical findings & proposed design solutions
- SEP —○ Council endorsement via resolution of planning process, engagement & proposed design solutions, in alignment with Complete Streets Program Charter for the 2021-22 biennium
- OCT/
NOV —○ TMC & Council endorsement of final design

What We've Learned



Improve comfort and mobility for all users

- ✓ Creates a new east-west mobility corridor
- ✓ Improves access to transit for people biking
- ✓ Does not substantially add to driver delays in the near-term and mid-term
- ✓ Slows down vehicles, improving safety for all users

What We've Learned



Prioritize safety for all users

- ✓ Fewer travel lanes make intersections easier to navigate for people walking, rolling, biking and using small mobility devices
- ✓ Addresses contributing factors to collisions involving someone walking or biking
- ✓ Enhances existing crossings and connects key destinations
- Long term (10+ years), improvements may be needed at SE 164th and SE 192nd Avenues to maintain safety at those intersections

What We've Learned



**Facilitate near-term
implementation**

- ✓ Restriping could occur with the pavement work
- ✓ No large capital investments would be required in the near to mid-term
- ✓ Safety improvements would be eligible for grant funding

Traffic Analysis: Key Takeaways

Existing and Mid-term Scenarios

- Adequate capacity to repurpose a lane with minimal change for people driving.
 - Locations where demand is high today will continue to experience delay.

Long-Term Scenario

- Delay will begin to increase for people driving without repurposing a lane.
 - In 2040, repurposing a lane will increase delay at the SE 192nd Avenue and SE 164th Avenue intersections and travel time within the corridor compared to the No Build Scenario.

Community Engagement Process



TOUCHPOINT #1

Timeline	June 2022
Event	BeHeard Online Open House
Goal	Share project overview & changes being considered
Outcome	Understand community concerns



TOUCHPOINT #2

Timeline	September 2022
Event	BeHeard Online Open House Stakeholder Listening Sessions
Goal	Share analytical findings & design changes
Outcome	Understand community concerns & determine additional needs

Community Engagement Process: Activities

Touchpoints

- Touchpoint #1 – June 2022
- Touchpoint #2 – September to mid-October 2022

Activities and Events

- Stakeholder & Community Listening Sessions
- Online Open House & Community Survey
- Promoted in-person at community events
- Communicated via postcards and yard signs along the corridor, social media

Community Engagement Process: What We Are Hearing

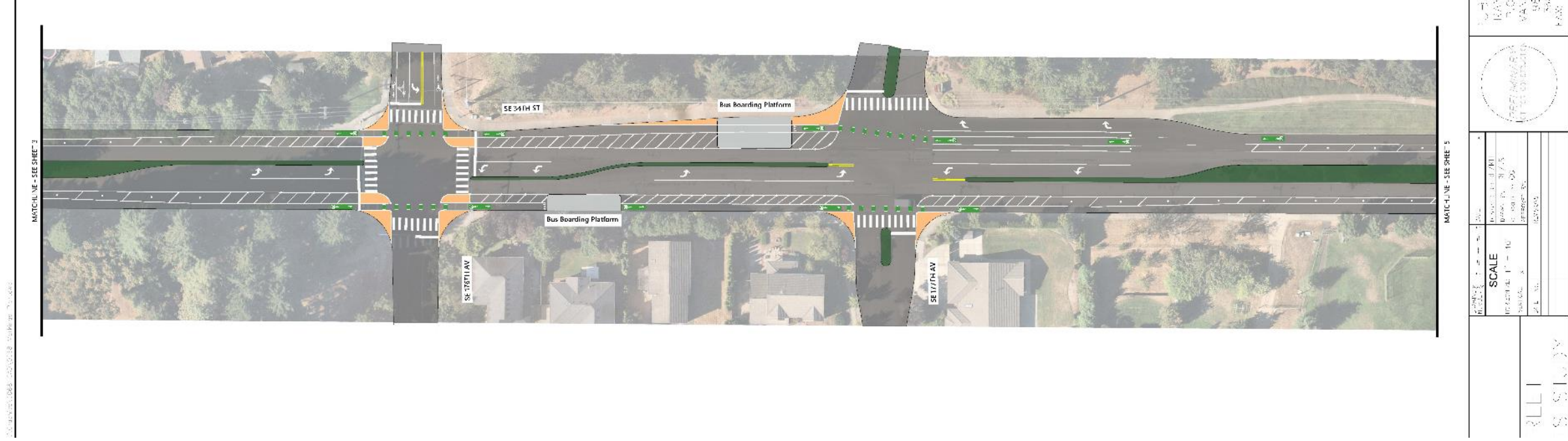
Top Concerns About

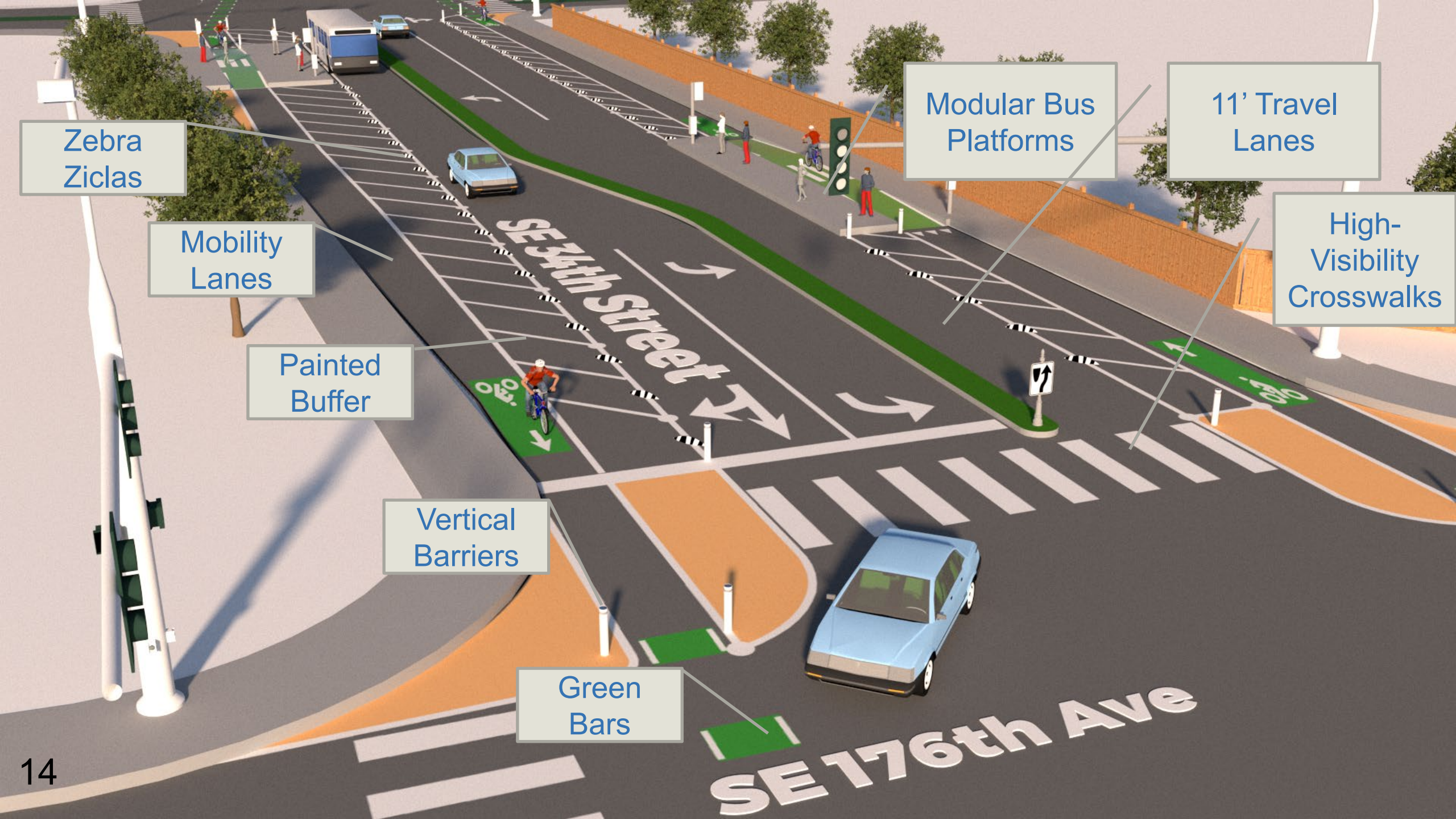
- Safety
- Drive time impacts on the corridor
- Impacts to neighborhood character

Top Support For

- Reducing speed and crashes
- Adding protected mobility/bike lanes
- Improving pedestrian crossings

The Design





Zebra
Ziclas

Mobility
Lanes

Painted
Buffer

Vertical
Barriers

Green
Bars

Modular Bus
Platforms

11' Travel
Lanes

High-
Visibility
Crosswalks

Purpose & Outcome

Purpose

- Share how the proposed design advances the project goals.
- Share what the community has shared so far and ongoing engagement opportunities.
- Present the proposed design and recommended safety features.

Target Outcome

- Recommend the proposed design for the SE 34th Street Safety & Mobility Project.

Recommendation

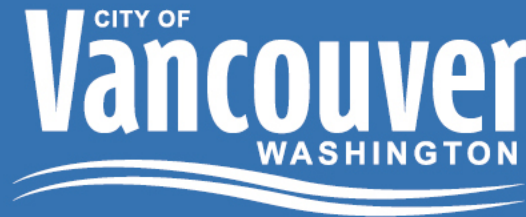
Endorse the proposed design to repurpose a travel lane in each direction on SE 34th Street to provide mobility lanes with a buffer separation, as well as install vertical barriers, high visibility crosswalks, and modular bus platforms and construct a HAWK Beacon at the intersection of SE 162nd Avenue.

Next Steps

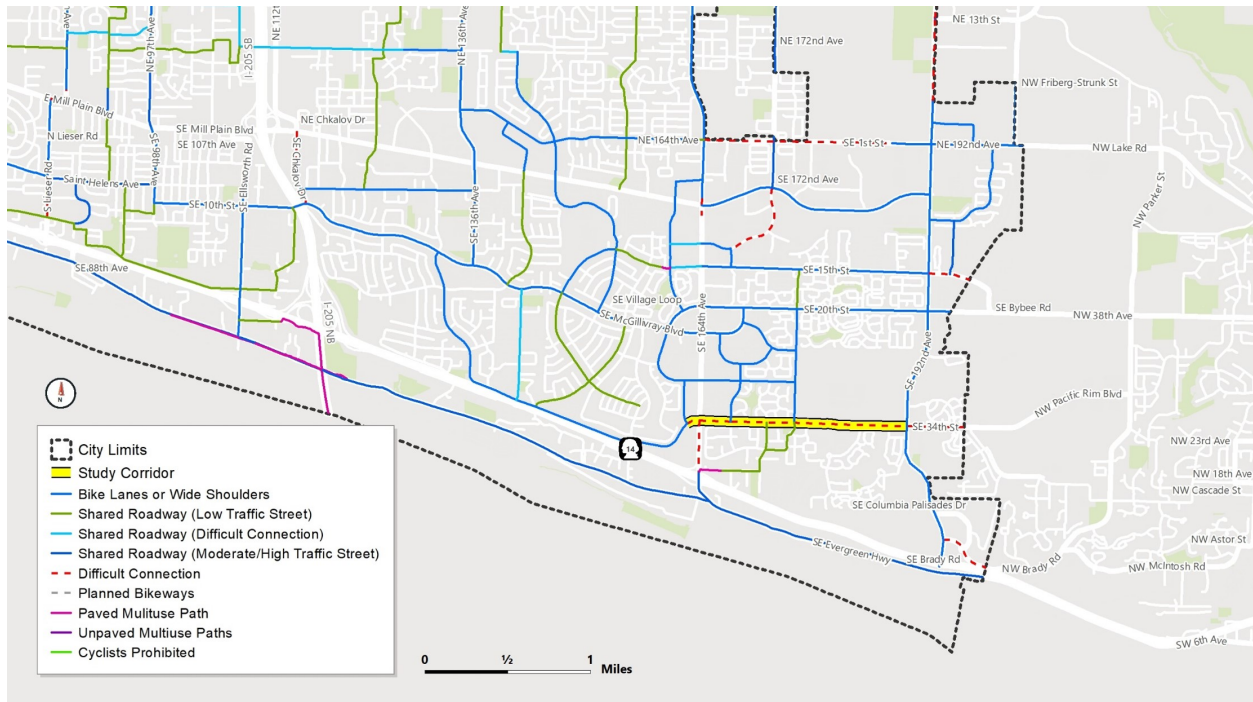
- **October 2022** – Safety & Mobility Project design endorsed by City Council
- **Expected 2024** – Planned Pavement Treatment inclusive of Project Design Elements
- **Ongoing** throughout project: communication and information sharing with community and project stakeholders

Thank You

To learn more, visit www.beheardvancouver.org/se-34th



TO: Transportation and Mobility Commission **HEARING DATE:** 10/4/2022
FROM: Emily Benoit, Community Development
SUBJECT: Complete Streets – SE 34th Street Safety and Mobility Project



Report Date: 10/4/2022
Hearing Date: 10/4/2022
Proposal: Improve safety and mobility for all users on SE 34th Street.
Location: SE 34th Street between SE 162nd Avenue and SE 192nd Avenue
City Staff: Emily Benoit
Recommendation: Endorse the proposed design to repurpose a travel lane in each direction on SE 34th Street to provide mobility lanes with a buffer separation, as well as install vertical barriers, high visibility crosswalks, and modular bus platforms and construct a HAWK Beacon at the intersection of SE 162nd Avenue.

I. Background

The SE 34th Street Safety and Mobility Project has evaluated potential changes to improve safety and mobility in this corridor, between SE 162nd and SE 192nd Avenues. The project is recommending repurposing a travel lane in each direction to add dedicated space for people walking, biking, and using mobility-devices, and other safety improvements for all users, including drivers.

In addition to the Complete Streets policy goals, several corridor specific goals were identified for the SE 34th Street project and were used to align potential changes to the corridor with desired outcomes. The specific goals for the project are:

1. Improve comfort and mobility for all users, regardless of how they choose to travel
2. Prioritize safety for all users
3. Make improvements quickly and efficiently

II. Technical Findings

To understand how repurposing a travel lane would change conditions for people driving on SE 34th Street, a traffic analysis was completed for existing (2022), mid-term (2027), and long-term (2040) scenarios. Traffic analysis findings indicate that under the near-term and mid-term scenarios, the project goals can be achieved without substantially increasing travel time or delay experienced by people driving. Under the long-term scenario, improvements may be needed at the intersections of SE 164th and SE 192nd Avenues to maintain continued safety and minimize delay.

Technical findings also indicate that the proposed design can achieve the project goals by:

- Creating a new east-west mobility corridor
- Improving access to transit for people biking
- Not substantially adding to driver delays in the near-term and mid-term
- Slowing down vehicles to improve safety for all users
- Reducing the number of lanes people walking and biking must navigate at intersections
- Enhancing existing crossings to better connect key destinations
- Requiring no large capital investments in the near- to mid-term
- Including enhancements that could occur with pavement work
- Leveraging grant funding for additional safety improvements

III. Community Engagement

The Project had two touchpoints with the community. The first, completed in June 2022, included an online open house to share project information with the community and ask community members to share how they use SE 34th Street, what their barriers are and any concerns about the project. More than 500 community members completed the online survey. They identified safety, drive time impacts on the corridor and impacts to neighborhood character as key concerns about repurposing a lane. Community members also shared concerns about people driving too fast on the corridor today, how close the sidewalks are

to the vehicle lanes, and the increase in traffic volume from planned growth in the area surrounding the corridor.

The second touchpoint with the community began in September 2022 and will conclude in mid-October 2022. There were two main pieces to this touchpoint, which is to hear feedback on the proposed design elements.

One, this touchpoint had stakeholder and community listening sessions which included an overview of the proposed design and provided an opportunity for stakeholders and community members to ask questions and provide feedback on the proposed design in real time with the project team. The listening sessions were well attended by the local school, developers along the corridor, and leaders of the local neighborhood association.

Two, this touchpoint also includes an online open house where community members can review the proposed design elements and complete an online survey to share their feedback on the proposed design elements. The online open house and survey were promoted through postcards mailed to about 10,000 residents in the area, yard signs along the corridor with website information and on the City's social media. So far, feedback has been similar to the first touchpoint, where community members share about unsafe speeds and crashes along the corridor, adding safety with protected and separated pedestrian and bike facilities, and concerns around new development along or just off of the corridor that could impact traffic in the future.

IV. Transportation and Mobility Commission and City Council

In 2022 the project team has met with the TMC three times (February, April, and July) to discuss the project goals, traffic analysis and findings, community engagement process and input, and proposed design elements.

On August 15, 2022 the project team held a workshop with City Council to share about the project, traffic analysis, and community engagement. And on September 25, 2022 City Council passed a resolution to proceed with a proposed design to repurpose a travel lane in each direction on SE 34th Street to meet project goals.

V. Proposed Design

Based on the technical findings and the community input summarized above, the project team has developed a proposed design that will achieve the project goals of enhancing safety and mobility for all users while minimizing the increase in delay experienced by drivers where possible. The proposed design would provide one vehicle travel lane and a mobility lane with a buffer separating the two lanes. To enhance safety and access to transit, additional design features include:

- Installing a vertical barrier to provide physical separation between the mobility lanes and vehicle lanes.
- Installing high-visibility crosswalks to make pedestrians more visible and drivers more likely to stop for pedestrians.
- Constructing a HAWK Beacon at SE 162nd Avenue to allow people to cross safely.
- Installing modular bus platforms to maintain ADA access to buses and minimize potential conflicts between buses and people traveling in the mobility lanes.

VI. Recommendation

Based on the analysis findings, community engagement input, and City Council direction, and in accordance project goals to improve comfort and mobility for all users, prioritize safety for all users and make quick and efficient improvements, the Project Staff recommends the Transportation and Mobility Council endorse the proposed design to repurpose a travel lane in each direction on SE 34th Street to provide mobility lanes with a buffer separation, as well as install vertical barriers, high visibility crosswalks, and modular bus platforms and construct a HAWK Beacon at the intersection of SE 162nd Avenue.

Emily Benoit, Senior Transportation Planner, Community Development, 360-487-7944,
Emily.Benoit@cityofvancouver.us

Attachments:

- SE 34th Street TMC Hearing Presentation (October 2022)
- SE 34th Street Design Concept Plans (October 2022)
- SE 34th Street Council Resolution (September 2022)
- SE 34th Street Council Memo (August 2022)
- SE 34th Street TMC Memo (July 2022)
- SE 34th Street TMC Memo (April 2022)
- SE 34th Street TMC Memo (February 2022)

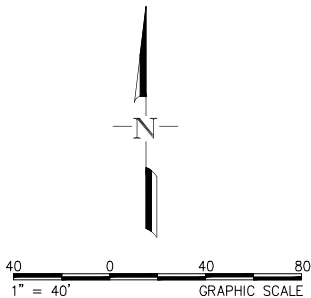
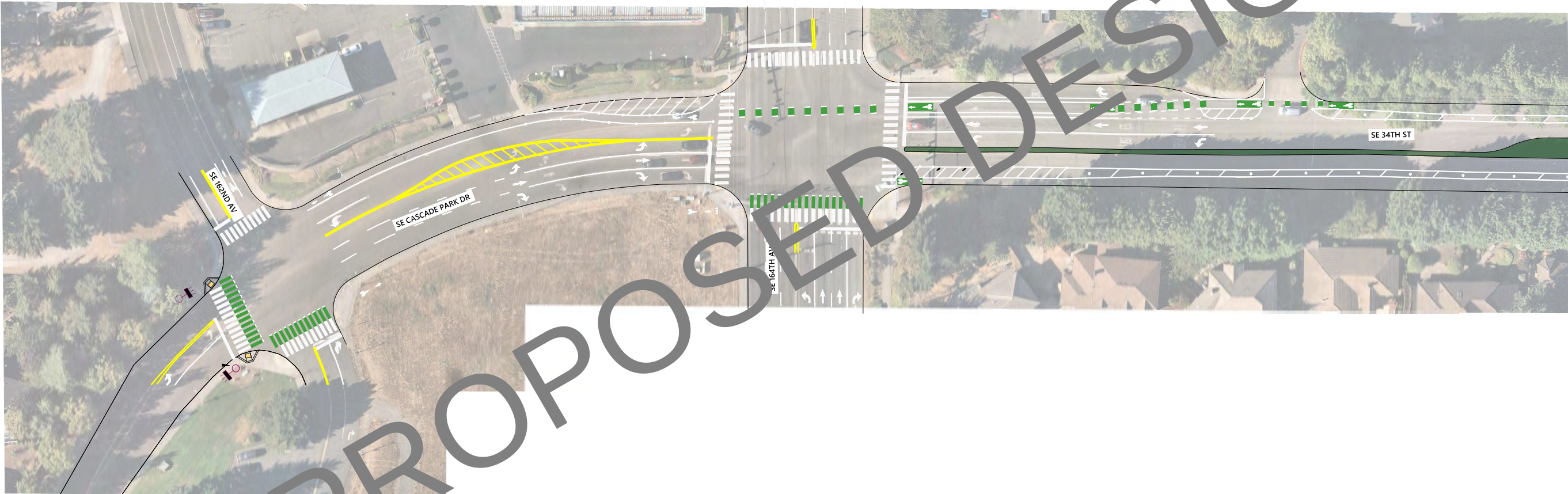
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CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

FEDERAL CONTRACT NUMBER: TX-XXXX

FEDERAL AID NUMBER: XX-XX-XXXX (XXX)

SE 34th Street Proposed Design



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	VERTICAL: 1" = 10'		CHECKED BY: KC		
			APPROVED BY:		
			REVISIONS		

SE 34TH STREET
COMPLETE STREETS STUDY

PROJECT NUMBER
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SHEET 1 OF 7



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SE 34TH ST

SE 168TH AV

Bus Boarding Platform

PROPOSED DESIGN

MATCHLINE - SEE SHEET 3

PROPO

Bus Boa

SF 168TH AV

SE 34TH ST

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SE 34TH STREET
COMPLETE STREETS STUDY

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SHEET 2 OF 7

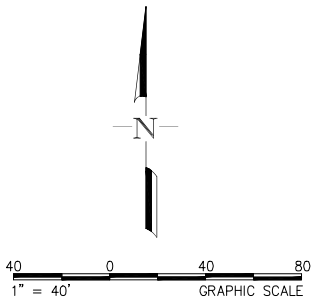
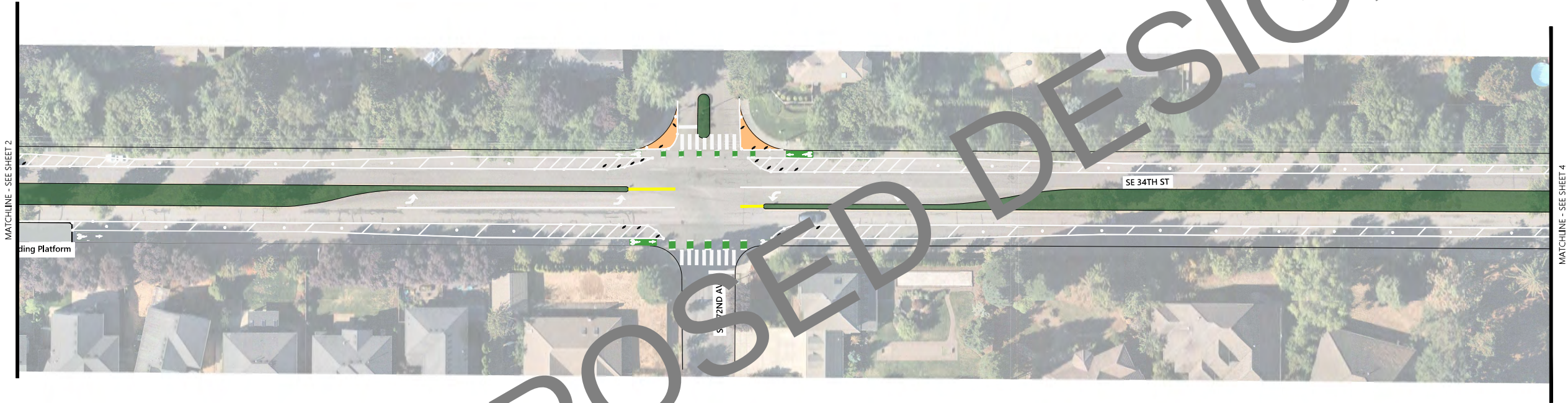
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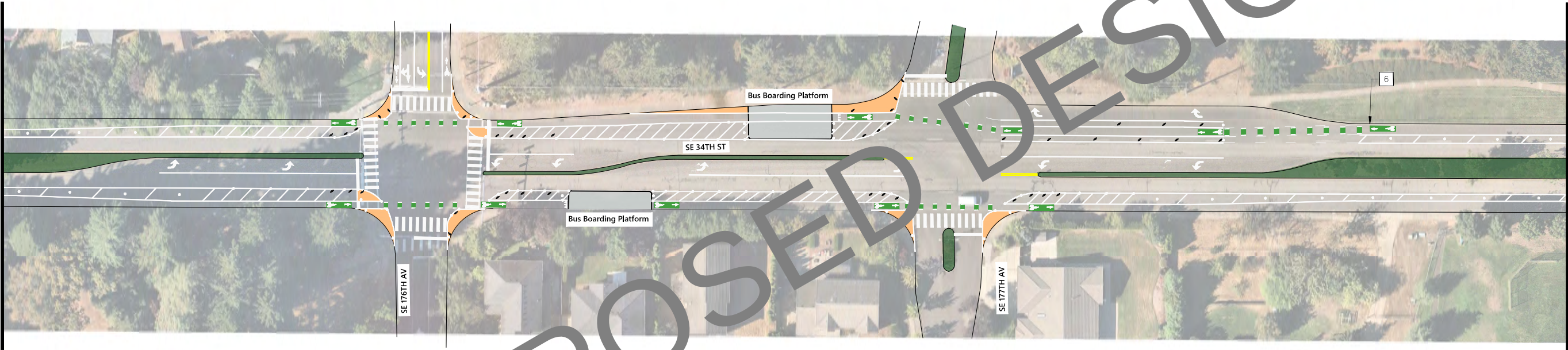
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SHEET 3 OF 7

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MATCHLINE - SEE SHEET 3



MATCHLINE - SEE SHEET 5

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SE 34TH STREET
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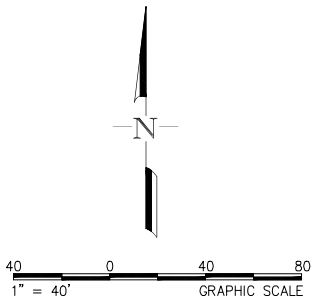
SHEET 4 OF 7

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PROPOSED DESIGN



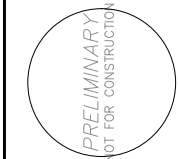
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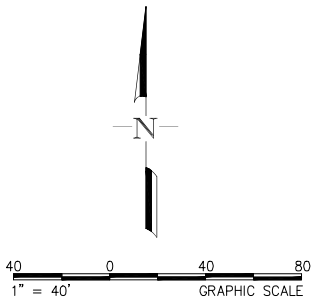
SHEET 5 OF 7

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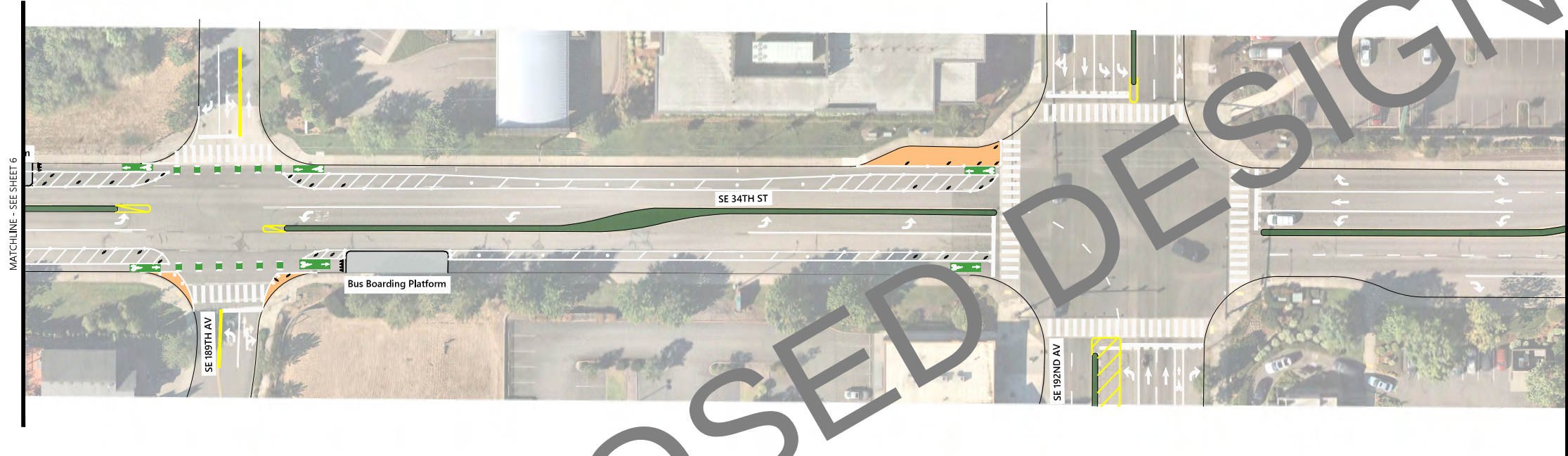
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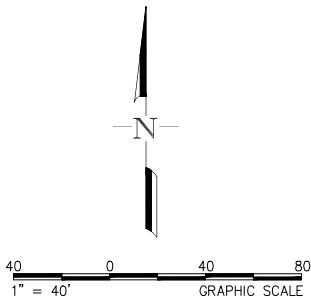
MATCHLINE - SEE SHEET 6

Bus Boarding Platform

SE 34TH ST

SE 189TH AV

SE 192ND AV



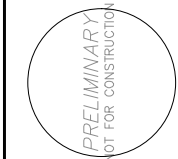
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Staff Report: 131-22

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 9/26/2022

SUBJECT Complete Streets - SE 34th Street Safety and Mobility Project

Key Points

- The City adopted a Complete Streets policy in 2017 with the vision and intent of providing safe, accessible streets for all users, ages and abilities regardless of their mode of travel.
- The 34th Street Safety and Mobility Project is part of the Complete Streets Program to improve safety and mobility for all users in the corridor from SE 164th to SE 192nd Avenues.
- Based on Council feedback and direction at the workshop, staff recommend proceeding with design and outreach related to repurposing a travel lane in each direction to improve safety and mobility in the corridor, while continuing to identify and provide information as needed to support upcoming community, Council and Transportation and Mobility Commission.

Strategic Plan Alignment

Goal 1: Ensure our built environment is the safest, most environmentally responsible and well maintained in the Pacific Northwest

Objective 1.1: Develop and maintain a safe, balanced and innovative transportation system that will meet the needs of future generations

Goal 6: Facilitate the creation of neighborhoods where residents can walk or bike to essential amenities and services- "20-minute neighborhoods"

Goal 8: Strengthen commercial, retail and community districts throughout the City

Present Situation

In November 2021 the City kicked off the SE 34th Street Safety and Mobility Project to analyze options for increasing multimodal access, safety and connectivity for all roadway users on SE 34th Street between 162nd and 192nd avenues. Today, SE 34th Street is a four-lane roadway that prioritizes auto travel. Between SE 192nd and SE 164th Avenues, there are no facilities for people biking. West of SE 164th Avenue, there is an on-street mobility lane in the westbound direction that connects people biking to SE 162nd Avenue, but eastbound bicyclists must use the vehicle travel lane. Sidewalks on both sides of the corridor provide space for people walking; however, sidewalks are located next to vehicle lanes where nearly 55 percent of drivers are going between 36 and 45 miles per hour (mph). This section of SE 34th Street also represents a large gap in the City's major east-west multi-modal corridor. Implementing complete streets facilities in this section will close this gap and better connect Downtown Vancouver to the eastside of the City.

The project is evaluating repurposing a travel lane in each direction to add dedicated space for people walking, biking, and using mobility devices, and other safety improvements for all users, including drivers.

In addition to the Complete Streets policy goals, several corridor specific goals have been identified for the SE 34th Street Project and are being used to align potential changes to the corridor with desired outcomes. The specific goals for the project are:

1. Improve comfort and mobility for all users, regardless of how they choose to travel
2. Prioritize safety for all users
3. Make improvements quickly and efficiently

Analysis Summary

To understand how repurposing a travel lane would change conditions for people driving on SE 34th Street, a traffic analysis has been completed for near-term (2022), mid-term (2027), and long-term (2040) scenarios. Traffic analysis findings indicate that under the near-term and mid-term scenarios, the project goals can be achieved without substantially increasing travel time or delay experienced by people driving. Under the long-term scenario, improvements may be needed at SE 164th and SE 192nd Avenues to maintain continued safety at those intersections.

Community Engagement Summary

There will be three main touchpoints to understand the community's use and concerns on SE 34th Street. In May 2022 and early September 2022, postcards and yard signs reached 10,000 households to learn about the project on Be Head Vancouver, take two surveys (on their use of the corridor and on safety design elements), and provide an opportunity for community members to share safety concerns. There will also be three focus groups in late September 2022 with neighborhood associations, schools, and developers to share about and hear their feedback on the project. The project team also attended community events like the Vancouver Farmers Market and Multicultural Resource Fair to share about the project and hear safety concerns on the corridor from the community.

Based on these findings, the project team proposes a design that will achieve the project goals of enhancing safety and mobility for all users while minimizing the increase in delay experienced by drivers where possible. The proposed design would provide one vehicle travel lane and a mobility lane with a buffer separating the two lanes in each direction.

Advantage(s)

Increasing safety and mobility for all users supports Council's priorities of safety, climate and equity.

The SE 34th Street Project is part of the Complete Streets Program, aligning with the Complete Streets Policy, that was adopted by Council in 2017.

Disadvantage(s)

None

Budget Impact

None. The planning, design, and implementation costs have been anticipated and are included in the Transportation Planning, Pavement Management and Capital Fund budgets.

Prior Council Review

August 15, 2022 Workshop: Council learned about the project, analysis, engagement, and proposed design elements.

Action Requested

Approve the resolution confirming the approach to proceed with design and outreach related to repurposing a travel lane on SE 34th St to increase safety and mobility for all users.

Emily Benoit, Senior Transportation Planner, 360-487-7944

ATTACHMENTS:

- ❑ [Resolution: Council Resolution for 34th Street Project](#)
- ❑ [Memo: Complete Streets - SE 34th Street Safety and Mobility Project \(August 2022\)](#)
- ❑ [Presentation: Complete Streets - SE 34th Street Safety and Mobility Project \(August 2022\)](#)
- ❑ [Complete Streets Resolution Memo \(December 2021\)](#)
- ❑ [Complete Streets Resolution Staff Report \(December 2021\)](#)
- ❑ [Complete Streets Resolution M-4160 \(December 2021\)](#)

DATE: August 15, 2022

TO: Mayor and City Council

CC: Eric Holmes, City Manager

FROM: Emily Benoit, Community Development

RE: **Complete Streets - SE 34th Street Safety and Mobility Project**

The focus of the Complete Streets Workshop is the SE 34th Street Safety and Mobility Project. As part of Vancouver Moves, the City's ongoing Complete Streets Program, the SE 34th Street Safety and Mobility Project is evaluating potential changes to improve safety and mobility in this corridor, between SE 162nd and SE 192nd Avenues. The project is evaluating repurposing a travel lane in each direction to add dedicated space for people walking, biking, and using mobility-devices, and other safety improvements for all users, including drivers.

In addition to the Complete Streets policy goals, several corridor specific goals have been identified for the SE 34th Street project and are being used to align potential changes to the corridor with desired outcomes. The specific goals for the project are:

- 1. Improve comfort and mobility for all users, regardless of how they choose to travel**
- 2. Prioritize safety for all users**
- 3. Make improvements quickly and efficiently**

Today, SE 34th Street is a four-lane roadway that prioritizes auto travel. Between SE 192nd and SE 164th Avenues, there are no facilities for people biking. West of SE 164th Avenue, there is an on-street mobility lane in the westbound direction that connects people biking to SE 162nd Avenue, but eastbound bicyclists must use the vehicle travel lane. Sidewalks on both sides of the corridor provide space for people walking; however, sidewalks are located next to vehicle lanes where nearly 55 percent of drivers are going between 36 and 45 miles per hour (mph). To identify locations where a high number of collisions occur and where additional design features may lower collision rates, the project team analyzed six years of collision data in the corridor. Key findings from that analysis include:

- 77% of all collisions occurred at intersections
- 60% of all collisions occurred at the SE 164th and SE 192nd Avenue intersections

- Three of the four collisions involving a bicycle or pedestrian involved a car that was turning

The first of two touchpoints with the community began in May 2022 on Be Heard Vancouver. This touchpoint provides an overview of the project and an opportunity for community members to identify safety issues and share concerns in an online survey and with open ended comments. As of late-July, over 500 responses had been received. Responses to the community survey indicate that top priorities for community members traveling along or across SE 34th Street include getting places safely and quickly and preserving the environment.

One barrier to walking and biking on SE 34th Street today, shared by many community members, is the vehicle travel speeds. Community members shared that the lack of separation between existing sidewalks and the travel lanes paired with high vehicle speeds make it uncomfortable to walk on the corridor. Community members also shared concern about the number of vehicles that use SE 34th Street today and how planned growth along with repurposing a travel lane may impact travel time.

To understand how repurposing a travel lane would change conditions for people driving on SE 34th Street, a traffic analysis has been completed for existing (2022), mid-term (2027), and long-term (2040) scenarios. Traffic analysis findings indicate that under the near-term and mid-term scenarios, the project goals can be achieved without substantially increasing travel time or delay experienced by people driving. Under the long-term scenario, improvements may be needed at SE 164th and SE 192nd Avenues to maintain continued safety at those intersections.

Based on these findings, the project team has developed a proposed design that will achieve the project goals of enhancing safety and mobility for all users while minimizing the increase in delay experienced by drivers where possible. The proposed design would provide one vehicle travel lane and a mobility lane with a buffer separating the two lanes. To enhance safety and access to transit, additional design features include:

- Installing a vertical barrier to provide physical separation between the mobility lanes and vehicle lanes.
- Installing high-visibility crosswalks to make pedestrians more visible and drivers more likely to stop for pedestrians.
- Constructing a HAWK Beacon at SE 162nd Avenue to allow people to cross safely.
- Installing modular bus platforms to maintain ADA access to buses and minimize potential conflicts between buses and people traveling in the mobility lanes.

Next steps to meet the project timeline include:

- August 2022 – Refine Project Design
- September 2022 - Gather Community Feedback on Project Design
- October 2022– Conclude Safety and Mobility Study
- Summer 2023 – Planned Pavement Treatment Inclusive of Project Design Elements

Staff Contact:

Emily Benoit, Senior Transportation Planner

Emily.Benoit@cityofvancouver.us | 360-487-7944

DATE: July 7, 2022

TO: Chair Ramos and Transportation and Mobility Commission members

CC: Rebecca Kennedy, Community Development, Ryan Lopossa, Public Works

FROM: Emily Benoit, Community Development

RE: **SE 34th Street Safety and Mobility Project**

The focus of the workshop today is the SE 34th Street Safety and Mobility Project. As part of Vancouver Moves, the City's ongoing Complete Streets Program, the SE 34th Street Safety and Mobility Project is evaluating potential changes to improve safety and mobility in this corridor. The project is evaluating repurposing a travel lane in each direction to add dedicated space for people walking, biking, and using mobility-assistance devices, and other safety improvements in the corridor for all users, including drivers.

Along with the overriding Complete Streets policy goals, several corridor specific goals have been identified for the SE 34th Street project and are being used to align potential changes to the corridor with the project goals. The specific goals for the project are:

- 1. Improve comfort and mobility for all users, regardless of how they choose to travel**
- 2. Prioritize safety for all users**
- 3. Make improvements quickly and efficiently**

The first of three touchpoints with the community began in May 2022 on Be Heard Vancouver. This touchpoint provides an overview of the project and an opportunity for community members to identify safety issues and share concerns in a survey and with open ended comments. As part of the touchpoint, community members are being asked:

- How they use SE 34th Street between SE 164th and SE 192nd Avenues.
- What is most important to them when traveling along or across SE 34th Street.
- What concerns they have about the possibility of repurposing a travel lane on SE 34th Street.

As of mid-June, 284 responses to the community survey have been received. Key takeaways from the feedback received to date includes:

- Driving is the primary mode of travel along the corridor. Today, 51% of respondents drive on SE 34th Street, 28% of people said they walk, and 18% of people said they bike on the corridor.

- Top priorities for community members traveling along or across SE 34th Street include getting places safely and quickly and preserving the environment.
- The top concerns about repurposing a travel lane on SE 34th Street are safety, impacts to how long it takes to drive the corridor, and impacts to neighborhood character.

Community members also shared concern about the number of vehicles that use SE 34th Street today and how planned growth along with repurposing a travel lane may impact travel time. High speeds on the corridor making it unsafe for all users and the lack of separation between the existing sidewalks and vehicle travel lanes making it uncomfortable to walk on the corridor were also concerns shared by many community members.

To understand how repurposing a travel lane would change conditions for people driving on SE 34th Street, a traffic analysis has been completed for near-term, mid-term, and long-term scenarios. Traffic analysis findings indicate that under the near-term and mid-term scenarios, the project goals can be achieved without substantially increasing travel time or delay experienced by people driving. Under the long-term scenario, during evening commute hours, repurposing a travel lane would increase delay at the SE 164th and SE 192nd Avenue intersections and increase travel time by approximately two minutes.

Based on these findings, the project team has developed a preliminary design that will achieve the project goals of enhancing safety and mobility for all users while minimizing the increase in delay experienced by drivers where possible. The proposed design would provide one 11-foot travel lane, a seven-foot buffer between the travel lane and bike lane and a six-foot bike lane in both directions. This design leverages the dedicated space for people biking to create a 13-foot buffer between people walking on the sidewalks and the vehicle travel lane. To enhance safety and access to transit, additional design features include:

- Installing ziclas or other type of vertical barrier to provide physical separation between the bike lanes and vehicle lanes.
- Installing high-visibility crosswalks to make pedestrians more visible and drivers more likely to stop for pedestrians.
- Constructing a HAWK Beacon at SE 162nd Avenue to allow people walking and biking to cross safely.
- Installing modular bus platforms to maintain ADA access to buses and minimize potential conflicts between buses and people biking.

Next steps to meet the project timeline include:

- July and August 2022 – Refine Project Design & Gather Community Feedback
- September 2022– Safety and Mobility Study Concludes
- Summer 2023 – Pavement Microsurfacing Treatment
- Summer 2023 through Summer 2024 – Implementation of Other Capital Improvements

Staff Contact:

Emily Benoit, Senior Transportation Planner

Emily.Benoit@cityofvancouver.us | 360-487-7944

DATE: April 5, 2022

TO: Chair Ramos and Transportation and Mobility Commission members

CC: Rebecca Kennedy, Community Development, Ryan Lopossa, Public Works

FROM: Jennifer Campos, Community Development

RE: **SE 34th Street Safety and Mobility Project**

The focus of the workshop today is the SE 34th Street Safety and Mobility Project. As part of the City's ongoing Complete Streets Program, the SE 34th Street Safety and Mobility Project is evaluating potential changes to improve safety and mobility on 34th Street between 164th and 192nd avenues. The project is evaluating repurposing a travel lane in each direction to add dedicated space for people walking, biking, rolling, and using mobility-assistance devices, and other safety improvements in the corridor for all users, including drivers.

Along with the overriding Complete Streets project goals, several corridor specific goals have been identified for the SE 34th Street project process and are being used to align potential changes to the corridor with the project goals. The specific goals for the project are:

- 1. Improve comfort and mobility for all users, regardless of how they choose to travel**
 - a. Provide an east-west connection that serves cyclists of all ages and abilities
 - b. Improve accommodations for existing transit, as well as future planned service
 - c. Add landscaping, art or other amenities to the corridor
 - d. Avoid adding substantial delays to people driving
- 2. Prioritize safety for all users**
 - a. Improve corridor safety by reducing driver speeds
 - b. Address identified conflict points/collision locations
 - c. Support safe pedestrian crossings especially around schools, retail hubs, transit stops, and the Vancouver Innovation Center campus
- 3. Make improvements quickly & efficiently**
 - a. Use low-cost solutions
 - b. Maximize efficiency of pavement treatment opportunity
 - c. Utilize eligible grants, impact fees, or state/federal investment

Technical analysis is being completed to understand how repurposing a travel lane would change travel for all users in the near-term, mid-term, and long-term as the City continues to grow and

development occurs in the vicinity of SE 34th Street. Early analysis being completed for the project is focused on answering three key questions:

1. Can the project goals be achieved by repurposing a traffic lane to add buffered mobility lanes?
2. What are the trade-offs for users of repurposing a traffic lane?
3. Are there locations that will require additional improvements or a different design concept?

Analysis completed to date indicates that under the near-term and mid-term scenarios, repurposing a traffic lane will achieve the project goals by leveraging the planned pavement project and reserving capital investment for additional project features that would improve safety for all users. Repurposing a travel lane would provide dedicated space for people biking and rolling, increase the separation from vehicles for people walking, and enhance connections to transit along the corridor. In the near-to mid-term, this can be achieved without substantially increasing travel time or delay experienced by people driving.

Under the long-term scenario, approximately 20 years from now, additional improvements may be needed at the intersections with SE 164th and SE 192nd Avenues to reduce delays that are forecast to be experienced by drivers.

Based on the initial findings, the project team is working to refine design options for the corridor and identify how improvements could be phased over the next 20 years. This includes low-cost improvements that could be deployed to improve safety for all users in the near-term and long-term options that will require additional funding sources.

Community outreach for this project includes stakeholder engagement with impacted groups as appropriate, including residents, businesses, corridor users, neighborhood associations, community-based organizations, historically excluded and underserved communities, and the Transportation and Mobility Commission. The first touchpoint with the community, planned to occur in April 2022, will provide an overview of the project and allow the community to identify safety issues that should be considered as concepts are refined. This will be followed by a series of events in June 2022 that will provide an opportunity to community members and stakeholders to review the findings and design concepts and provide feedback prior to final design.

Pavement treatment is currently scheduled for summer 2023, which requires that project analysis and design concept development are completed by September of this year. To meet this timeline, the following project schedule has been developed:

- April through June 2022 – Gather Community Feedback & Refine Design Concepts
- June through August 2022 – Develop Project Design & Gather Community Feedback
- September 2022– Safety & Mobility Study Concludes
- Summer 2023 – Pavement Microsurfacing Treatment
- Summer 2023 through summer 2024 – Implementation of other capital improvements

Staff Contact:

Jennifer Campos, Principal Planner, Jennifer.campos@cityofvancouver.us

Emily Benoit, Senior Planner, Emily.Benoit@cityofvancouver.us

DATE: January 25, 2022

TO: Chair Ramos and Transportation and Mobility Commission members
CC: Rebecca Kennedy, Community Development, Ryan Lopossa, Public Works

FROM: Jennifer Campos, Community Development

RE: **SE 34th Street Safety and Mobility Project**

In the 2021-22 biennial budget process, four roadway segments were approved for funding as part of the City's ongoing Complete Streets Program, and a fifth project was added via an interim process. The resources provided for these projects are to study potential safety and mobility improvements that could be completed in partnership with upcoming pavement work on the different street segments. The five streets include:

1. Fourth Plain Boulevard - Main St to Andresen Rd, 2023
2. SE 34th Street - SE 162nd Ave to SE 192nd Ave/city limits, 2022
3. Fort Vancouver Way - Mill Plain Blvd to Fourth Plain Blvd, 2023
4. NE 112th Avenue - Chkalov Dr/SE Mill Plain Blvd to NE Fourth Plain Blvd./city limits, 2024
5. SE McGillivray Boulevard - Chkalov Dr to SE 162nd Ave, 2024

There are three major overriding Complete Streets goals for these projects, with more specific goals developed for each individual project based on the context of each one and different safety and mobility needs. These three major goals include:

- Complete a community outreach and design alternative process that identifies improvements to advance safety, mobility, and equity in each corridor segment in preparation for pavement treatment planned for the coming years.
- Analyze each project to identify a suite of safety and mobility improvements that can be applied to each individual corridor, including potentially repurposing a travel lane in each

direction and adding other safety enhancements such as traffic signal modifications, pedestrian crossing and lighting improvements, traffic calming, and street tree enhancements.

- Include stakeholder engagement with impacted groups as appropriate, including residents, businesses, corridor users, neighborhood associations, community-based organizations, historically excluded and underserved communities, and the Transportation and Mobility Commission.

The focus of the workshop today is the SE 34th Street Safety and Mobility Project, which is intended to improve safety and mobility for all users of the corridor between SE 164th and SE 192nd Avenues, regardless of how they choose to travel. The project includes community engagement, analysis, design, and implementation through forthcoming pavement treatment.

The project will evaluate potential changes to the street to improve safety and mobility for all users. It will consider repurposing a travel lane in each direction to add mobility lanes for people walking, biking, rolling, and using mobility-assistance devices, and other safety improvements in the corridor for all users, including drivers. It will also include a community engagement process to inform right-of-way use and design decisions and improve equity, safety, and mobility along the SE 34th Street corridor.

The project analysis will aid in developing and evaluating potential design concepts that improve safety and mobility, and final concepts will be incorporated into pavement treatment scheduled for summer of 2020. Pavement treatment will include striping and signing included in the final design concept, with other capital improvements likely to occur the following year.

Along with the overriding Complete Streets project goals, several corridor specific goals have been identified for the SE 34th Street project process:

1. Goal 1: Improve comfort and mobility for all users, regardless of how they choose to travel
 - a. Provide an east-west connection that serves cyclists of all ages and abilities
 - b. Improve accommodations for existing transit, as well as future planned service
 - c. Add landscaping, art or other amenities to the corridor
 - d. Avoid adding substantial delays to people driving
2. Goal 2: Prioritize safety for all users
 - a. Improve corridor safety by reducing driver speeds
 - b. Address identified conflict points/collision locations
 - c. Support safe pedestrian crossings especially around schools, retail hubs, transit stops, and the Vancouver Innovation Center campus
3. Goal 3: Make improvements quickly & efficiently
 - a. Use low-cost solutions
 - b. Maximize efficiency of pavement treatment opportunity
 - c. Utilize eligible grants, impact fees, or state/federal investment

SE 34th Street Safety and Mobility Project

01/25/2022

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Pavement treatment is currently scheduled for summer 2022, which requires that project analysis and design concept development are completed by April of this year, which is just a few months away. In order to meet this timeline, the following project schedule has been developed:

- January through February 2022 – Gather Community Feedback & Analyze Options
- March 2022 – Identify Potential Improvements & Design Concepts
- April 2022 – Safety & Mobility Study Concludes
- Summer 2022 – Pavement Microsurfacing Treatment Starts
- Summer 2022 through summer 2023 – Implementation of other capital improvements

During the February 1st workshop, the TMC will receive an overview of the SE 34th Street Safety and Mobility Project, goals, design considerations, and the community engagement process. Staff will come back to the TMC on April 5th to review design concepts to improve safety and mobility on the corridor.

Staff Contact:

Jennifer Campos, Principal Planner

Jennifer.campos@cityofvancouver.us

360-487-7728

From: [CL Gettle](#)
To: [Planning Commission](#)
Subject: Citizen Communication RE: Changes to SE34th
Date: Monday, October 3, 2022 11:36:53 AM

You don't often get email from clkgettle@hotmail.com. [Learn why this is important](#)

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As I have communicated to this "proposal" in the past and have not received any acknowledgement that my comments were received, I am again replying to this plan in hopes of at least receiving a return reply that it was received and noted as part of your records.

The current plan to change SE 34th for Safety and Mobility is wrong. There will cost a great deal of money to implement and will only result in further chaos and confusion for everyone using this area for any type of commuting. As a resident off of SE 34th for 8 years, we use it every day, both for driving and walking. It is true that a bike lane for the entire distance between 164th and 192nd is needed. However, the solution is to reduce the overgrown median up and down SE 34th to make room for the bike lanes.

The only solution to the routine speeding and the intermittent racing typically occurring between 12 and 4a.m. in this area, is a police presence which we rarely observe.

Sincerely,
CL Gettle

From: [Iyer, Nanu](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Public Hearing - Complete Streets SE 34th Street
Date: Tuesday, October 4, 2022 7:37:41 AM
Attachments: [Outlook-ygeabzr1.png](#)

You don't often get email from nanu.iyer@wsu.edu. [Learn why this is important](#)

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As someone whose house backs up to 34th street, I understand the intent and sentiment behind this proposed plan. The traffic noise is back to pre-pandemic levels and is a huge deterrent for wanting to spend time in the backyard. The main reason being that the city is growing and there is new construction and development all around.

However, the proposed plan of narrowing 34th street to single lanes each way will create a bottleneck and will make it extremely hard for folks like me trying to get onto 34th street from the surrounding neighborhoods. This will lead to traffic lights being needed in every cross street and cause a hinderance for everyone trying to run errands or get to work. Ultimately when the Vancouver Innovation Centre is redeveloped with all the new projects, the city will have to go back to the original two-lane road to accommodate the increased flow of traffic.

A better option would be to consider what is possible while retaining the two-lanes each way. There is room for a dedicated bike lane by widening and narrowing certain sections including the central divider.. And maybe installing sound barrier walls like has been done on the 18th street expansion could help ease the noise levels.

I sincerely hope that the City of Vancouver considers more creative solutions than going with the existing proposed plan for the SE 34th street project, keeping in mind the huge expansion that is coming up at the VIC.

Thank you for your time and everything you do!

Best,
Nanu



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